VOLUME VI NUMBER 24 July 1, 1969

CYCLE NEWS

The Motorcycle Enthusiast's Weekly Newspaper WEST 25¢

See page 6

HEIDELBURG NATIONAL TO CAL GREENHORN ENDURO RESULTS

See page 21

Red Rock Canyon resounded to the screams of Hare Scramblin' motorcycles during the So. Cal. M.C.'s Sunday event. Shown are A. Locke, D. Woodward, M. Payse, and T. Rapp in the background. (Dick Wright photo.)

NEWSPAPER

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

ATTENTION Motorcycle Clubs — Be sure to send Cycle News notice of your coming events and we will list them in this department free.

CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

Regularly Scheduled Events

ATTENTION
Promoters interested in advertising their events in this column.
Contact: Tom Culp
National Advertising Director
Cycle News (213) 423-0431

EVERY FRIDAY NIGHT
SPEEDWAY RACING starting June 13 at Orange County Fairgrounds, Costa Mesa. Gates open 7 p.m. Racing at 8 p.m. (see ad this issue).

½ MILE FLAT TRACK, Ascot Park, Gardena, Calif. Racing starts 8:15 p.m. See ad this issue.

EVERY SATURDAY NIGHT
TT RACING, Elsinore Race Track, Gates open 3 p.m., races start 7:30 p.m., Off Hwy. 71 in Elsinore, Calif.

SPEEDWAY RACING, Whiteman Stadium, Pacoima, Calif. Racing starts 8:30 p.m. See ad this issue.

FIRST SAT. OF EVERY MO.
PROFESSIONAL TT RACES, Ascot Park, Gardena, Calif. Racing starts 8:15 p.m. See ad this issue.

FRIDAY, JUNE 27th

TT RACES, $600 purse, AMA sanc. at Oregon Sidewinders M.C. track in Clackamas, Ore., S. of Portland. 8 p.m. Info: Dennis/Diane Seifert, Rt. 3, Box 290C, Oregon City, Ore., 97045. 632-3857 aft. 7 p.m. or 234-7388 days.

SAT. & SUN., JUNE 28 AND 29th

2nd ANNUAL HOPETOWN SCRAMBLES, MOVED TO San Clemente, Cal., San Diego and Santa Ana Fwys. to Avenida Pico. by Dirt Diggers MC. Sat. 0-250cc, powder puff, 0-200cc starts at 8:30 a.m. 250cc start 1 p.m. Sun. 350-Open and sidehacks, 9 a.m. start. Dist. 37 points. Mail entries to DDMC, 19308 E. Aguiro St., Rowland Hts., Cal. 91745. Info: (213) 964-5076.

NIGHT OWL RUN, San Diego, Cal., by S.D. Harley-Davidson. Sign in 12-4 p.m., Sat., 929 India St., first check point 929 India St., 1 a.m. Sun.

ACA 2nd ANNUAL 12-HOUR PROD. GRAND PRIX, Willow Springs Raceway, Rosamond, Cal., 6-hour Lightweight event on Sat., 12-hour Heavyweight event on Sun. Info and entry forms from ACA P.O. Box 247, Fullerton, Cal. 92632 or call (714) 528-4290.

SATURDAY, JUNE 28th

TT RACES (Night), Castle Rock, Wash. Fairground. Info: Mt. St. Helens M.C., Box 51, Castle Rock, Wash. 98611.

SPORTSMAN SCRAMBLES, AMA points, Oregon Sidewinders MC track in Clackamas, Ore. Five classes, 7 p.m. start. Info: Dennis/Diane Seifert, Rt. 3, Box 290C, Oregon City, Ore. 97045. 632-3857 aft. 7 p.m. or 234-7388 days.

SHORT TRACK, Chico's Cycleland Speedway, 14 mi. S. of Chico, 99E and Gage Shippee Rd. AMA, by Valley MC.

TT SCRAMBLES, Josephine County Fairgrounds, Grants Pass, Ore. By Rogue Valley Riders M.C. Inc. AMA sanction, 7:30 p.m. Info: (503) 476-2180 or 476-4018.

SHORT TRACK, Santa Rosa, Cal., at Chris Beck Arena, AMA, sign up 4:30, races at 6:30 p.m. by North Bay MC.

SUNDAY, JUNE 29th

SCRAMBLES, Saddleback sanct. Saddleback Park, 2455 Orange, Orange, Cty., Calif. Info: (714) 639-5832.

S.C.T.A. RIDING SCHOOL Saddleback Park, 2455 Orange, Orange Cty., Calif. Info: (714) 639-5832.

EUROPEAN SCRAMBLES, by Spoke Benders MC Inc. 6 mi. E. of Hi-Vista Store, Cal. Two courses, Dist. 37 points.

MOTOCROSS, Deadman's Point, Apple Valley, Cal. Practice 8:30 a.m., race 11. Free entry. Info: (714) 247-7473.

9th ANNUAL POKER RUN, Sonora, Cal., 90 miles of scenic mother lode, start at David Bird's M/C shop, sign up 10-11 a.m. AMA.

SPORT RIDING, Open practice. Huntington Beach Cycle Park, 9 a.m. – 4 p.m. $1.50 per rider.

TT SCRAMBLES, Sunny Valley Speedway, 14 mi. N. of Grants Pass, Ore. 1 p.m. Info: Ray Copeland, 420 Crestview Lp., Grants Pass, Ore. 97526. (503) 476-4018.

CROSS COUNTRY TRIALS, limed from California Hot Springs, 26 mi. E. of Ducor. By K.C. Trail Blazers. 10 mile course, 8 traps, 3 loops, alt. 5,000. 10 a.m. start, spark arrestors mandatory, waterproof! Info: (805) 746-4058.

SCRAMBLES, Escondido, Cal., Kit Carson Park, Benefit by Brushbarons MC, Gates open 8 a.m., experts meet at 8 a.m., novices p.m., Take Via Rancho Pkwy. Turnoff Hwy. 395 So. of Escondido. Info: (714) 727-0373.

6th ANNUAL LOST PADRES ENDURO, By Valley Trail Riders Assoc., from Gorman offramp Interstate #5, follow signs to Alamo Mtn. Rec. Area. Spark arrestors. Info: Jerry Baer, 764-2446.

TT RACES, Autodromo De Tijuana, all classes, 3 miles past Agua Caliente race track. Limed from border.

SCRAMBLES, Fremont, Cal., by Palo Alto MC, 12:30 p.m. Class C only, AMA.

TT SCRAMBLES, Mini-Bike Races, Bay Mare Ranch, Cal., Sign up 8 a.m., small bike practice 9 a.m., big bikes, 11 a.m. Info: Dave, (213) 348-3349.

FRI., SAT., & SUN., JULY 4,5,6th

11th ANNUAL GREATER NORTHWEST MOTORCYCLE CHAMPIONSHIP Sandpoint, Idaho Rodeo Grounds. Motorcycles mini-bikes, dune buggies. Rain, snow or shine. I.E.S.R.A. rules. Class C.

FRI. AND SAT., JULY 4th AND 5th

1st ANNUAL LIGHTWEIGHT CHAMPIONSHIPS, Aurora Speedway, Oregon. 100, 125, 200, and 250cc classes, $250 payoffs for first three classes, $500 for 250cc class. No license required. Info: (503) 253-5782.

SAT & SUN. JULY 5th & 6th.

100cc TT GRAND PRIX, Southbay Speedway, Cal., $7.50 mail entry, entries close June 30, Class C traction, camping o.k., 100cc's only! Info: Mr. Mick, (714) 479-4959 see ad page 33 this issue.

PONDEROSA HARE SCRAMBLES, Ponderosa Inn, 15 mi. east of Lancaster, Cal., on Ave. J. 10 a.m. start. Info: (213) 367-2907, or (805) 946-1041.

FRIDAY, JULY 4th

ALL BIKE DRAG MEET, Lions Stadium, 214th & Alameda, Wilmington, Cal. The Lions are putting up a $1000 purse, others will be donating to make it bigger. Info: (213) 424-0961.

2nd ANNUAL LARRY FESSENDEN MEMORIAL SCRAMBLES, Santa Maria Speedway, Cal., AMA double dist. 35 points, practice 10, races noon by Lompoc Slo-Pokes MC, Info: Ernie, (805) RE 6-6362 or Chuck, (805) RE 4-4716.

MOTOCROSS, by Marin County M/C Assn., China Camp, Cal., Sign up 9 and races 10:30 a.m. $2.50 entry, AMA.

ENGLISH TRIALS, 16 mi. SW of Walla walla, Wash., P.N.T.A. sanctioned, special team award.

2nd ANNUAL FIRE CRACKER Grand Prix Motocross, Saddleback Park, Cal., FIM sanc., practice 9 a.m., races Noon. Rain or shine, top national and international riders. Info: (714) 460-8751 or (213) 784-9691.

HARE SCRAMBLES, by Desert Turtles MC, first annual hare and turtle run, Limed from 140th St. East and Ave. J, Hi-Vista area, Cal. Dist. 37 points, 9 a.m. start. Info: (213) 676-7260 or 676-6746.

SATURDAY, JULY 5th

ENGLISH TRIAL, PNTA sanc., Firecracker Trial, Athena, Oregon. Info: Foster (503) 566-3526.

SHORT TRACK RACES by Sacramento Tracker's M.C. at Sacramento Raceway, 3405 El Camino Ave., Sacramento, Cal. 95871, L. Lawton 489-0476. Prac. 6 p.m. Race 8 p.m.

SUNDAY, JULY 6th

25 LAP FIRECRACKER GRAND PRIX TT, Huntington Beach Cycle Park, Cal. 7561 Talbert Ave., All classes, qualifying-sign up, 10-12, practice 11 a.m. Info: 897-4458.

10 MILE NATL. CHAMPIONSHIP, San Jose, Cal., qual. 1 p.m., races 2:30. San Jose County Fairgrounds, West Tully Rd.

MOTOCROSS, Crescent City, Cal., one mile course, Race 10 a.m. Info: Harvey Bigham, (707) 464-4871.

CMC GRAND PRIX at Carlsbad Raceway, Carlsbad, Cal. Gates open 7:30 a.m., race 9 a.m. 75% dirt 25% asphalt. Info: P.O. Box 1334, Huntington Beach, Cal. 92647.

1st ANNUAL POKER RUN, Pomona, Cal., by Knights MC. Starts from Pomona H-D at 1241 Holt Ave. 8-10 a.m. Special competition for outriders.

MOTOCROSS, by Bay Mare M/C Assoc. at Bay Mare Ranch, sign up 8 a.m. races at 9. Dist. 37 points. Info: Dave, (213) 348-3349.

SAT. & SUN. JULY 12th & 13th.

4th ANNUAL ELSINORE TOUR, by Pacific Coasters MC. Sign-in and finish, Elsinore, Cal. Trophies, parade, dinner, dance and more. Info: contact Harley-Davidson dealers or phone (714) 274-3755.

SATURDAY, JULY 12th

TT RACES (Night), Castle Rock, Wash. Fairgrounds. Info: Mt. St. Helens M.C., Box 51, Castle Rock, Wash. 98611.

SPORTSMAN SHORT TRACK, Sacramento Raceway, Cal., AMA sanctioned, Signups and practice 6-7:30, races 8 p.m. Info: 783-7588 or 481-6527.

TT SCRAMBLES, by Rogue Valley Rider's MC, at Josephine County Fairgrounds, Grants Pass, Ore. AMA, Racing at 7:30 p.m. Info: (503) 476-2180.

SUNDAY, JULY 13th

A.C.A. MOTO-CROSS Saddleback Park, 2455 Orange, Orange Cty., Calif. Info: (714) 639-5832.

S.C.T.A. RIDING SCHOOL Saddleback Park, 2455 Orange, Orange Cyt., Calif. Info: (714) 639-5832.

TT RACES, by Desert Phantoms MC, Adelanto, Cal., on Hwy. 395. Ltwt. practice 9 a.m., sidehack and big bikes noon. Info: (714) 246-8857, (213) 927-3860.

INTERNATIONAL MOTOCROSS, Brisbane, Cal., S. of San Francisco, plus Sportsman Scrambles, practice 9, races Noon. Info: (714) 460-4289 or (415) 467-8646.

MOTORCYCLE RACES, Ranier Rodeo Grounds, Ranier, Wash. by Ranier Sportsmans Club. Practice 12:30, races 1 p.m.

TT SCRAMBLES, Sunny Valley Speedway, 14 mi. N. of Grants Pass, Ore., Races at 1 p.m. Info: Ray Copeland, (503) 476-4018.

AFM MOTORCYCLE GRAND PRIX. Orange County International Raceway, Cal.

SAT. AND SUN., JULY 19th & 20th

GRAND PRIX, Bay Mare Ranch, Cal., by Simi Valley MC, District 37 Scrambles, Desert and Motocross points. Mail entry opens May 30, closes July 5. Info: (805) 526-1237.

SATURDAY, JULY 19th

AMA NATIONAL TT RACES, Castle Rock, Wash. 8 p.m., time trials and Novice event, Friday night, July 18th, 8 p.m.

SUNDAY, JULY 20th

MOTOCROSS, China Camp, Cal., by Marin County M/C Assn. Sign ups 9, races 10:30 a.m. Entry fee $2.50, spectators $1.50.

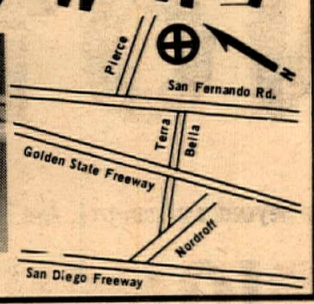
MINI-BIKE RACES Saddleback sanct. Saddleback Park, 2455 Orange, Orange Cty., Calif. Info: (714) 639-5832.

BRITISH COLUMBIA MOTORCROSS CHAMPIONSHIP by Totem M.C. at Aldergrove, B.C. Practice Sat., July 19. Entry fee $5, all entry fees go into the purse. Canadian license required. Info: Wally Sukaroff, 106 E. 35th Ave., Vancouver, (604) 321-1424, or, Kurt Lohmeyer (714) 522-6109, Maureen Lee (213) 597-7883.

Admission $2.50 — Children under 12 free

Dude Criswell Presents
Authentic European
Motorcycle SPEEDWAY

22 Event Program
Every Sat. Night
8:30 p.m.
Whiteman Stadium
13020 Pierce St.
Pacoima
Free Parking



Take a friend to a motorcycle event this weekend.

J. C. AGAJANIAN Presents . . AMA
Half-Mile Every Friday Nite 8:15 pm

Motorcycle Races
TT's 1st Sat. Nite each month - 8:15 pm

DISCOUNT PASS — SAVE 50¢

Worlds Fastest Action ½ Mile and T.T. Dirt Track
PASS FOR TWO — SAVE 50¢
Per Person On Each Adult Ticket
Ascot
18400 S. Vermont-Gardena
Easily Reached — Just Off Harbor & San Diego Frwys.

25 Lap Firecracker
GRAND PRIX TT
Huntington Beach Cycle Park
July 6th
Sign up 10-12
Start 12:30
All Classes
Class Eliminations
$2.00 Entry

1st place — 3 foot Trophy
2nd place — 2 foot Trophy
PLUS
Small Bore — $10. Gift Cir.
Big Bore — $25. Gift Cir.
Park Point Winner — $25. cash

AMA NATIONALS

June 27, 1969, Friday
25 LAP TT NATIONAL CHAMPIONSHIP (Night), Howard Tiedt, Santa Fe Speedway, Hinsdale, Ill.

June 29, 1969, Sunday
HALF MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Charity Newsies, Ohio State Fairgrounds, Columbus, Ohio.

July 6, 1969, Sunday
HALF MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Bob Barkhimer & Assoc., Inc. Santa Clara County Fairgrounds, San Jose, Calif.

July 12, 1969, Saturday
50 LAP TT NATIONAL CHAMPIONSHIP (Night), Agajanian Enterprises, Inc. Ascot Park, Gardena, Calif.

July 19, 1969, Saturday
30 LAP TT NATIONAL CHAMPIONSHIP (Night), Mt. St. Helens M.C. Inc., Castle Rock Fairgrounds, Castle Rock, Wash. Practice & Qual. July 18 (night).

July 27, 1969, Sunday
20 MILE ONE-MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Bob Barkhimer & Assoc. Inc. Santa Rosa Fairgrounds, Santa Rosa, Calif.

August 2-3, 1969, Sat. & Sun.
110 MILE NATIONAL CHAMPIONSHIP ROAD RACE, Floyd Clymer, Indianapolis Raceway Park, Indianapolis, Ind. 250cc race on Saturday.

August 3, 1969, Sunday
HILLCLIMB NATIONAL CHAMPIONSHIP, White Rose M.C., Jefferson, Pa.

August 10, 1969, Sunday
HALF MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Jennerstown Speedway, Jennerstown, Pa., Ron Griffith.

August 15, 1969, Friday
OUTDOOR SHORT TRACK NATIONAL CHAMPIONSHIP (Night), Santa Fe Speedway, Hinsdale, Ill., Howard Tiedt.

August 17, 1969, Sunday
20 LAP TT NATIONAL CHAMPIONSHIP, by Peoria M.C., Peoria M.C. Grounds, Peoria, Ill.

August 24, 1969, Sunday
15 MILE ONE-MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Scanlan's Promotions Inc., Missouri State Fairgrounds, Sedalia, Missouri.

August 28, 1969, Thursday
30 MILE ONE-MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Indianapolis Ind. Joe Quinn.

September 6-7, 1969, Sat. & Sun.
125 MILE NATIONAL CHAMPIONSHIP ROAD RACE, Sears Point Raceway, Sears Point, California. Gordon Martin.

September 14, 1969, Sunday
25 MILE ONE-MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Agajanian Ent. Inc., Old Sacramento Fairgrounds, Sacramento, California.

September 21, 1969, Sunday
OUTDOOR SHORT TRACK NATIONAL CHAMPIONSHIP, Midwest Speedway, Lincoln, Neb., Jerry Biskup & Jim Adams.

September 28, 1969, Sunday
135 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Meteor M.C., % Lou Mahon, 1124 Kaighn Ave., Camden, N.J. 08103, Southern New Jersey.

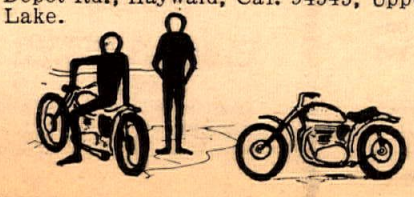
September 28, 1969, Sunday
HALF MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Mar-Car, Inc., Fairgrounds Speedway, Oklahoma City, Okla.

October 3-4, 1969, Fri. & Sat.
HALF MILE DIRT TRACK NATIONAL CHAMPIONSHIP (Night) Agajanian Ent., Inc., Ascot Park, Gardena, Cal.

October 5, 1969, Sunday
150 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Riverside Bombers, 2542 Rubidoux Blvd., Riverside, Cal. 92509 Mojave Desert, Barstow, Cal.

October 19, 1969, Sunday
155 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Mid-West Enduro Team, P.O. Box 22444, St. Louis, Mo. 63126. At Potosi, Missouri.

November 9, 1969, Sunday
125 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Hayward M.C. 3800 Depot Rd., Hayward, Cal. 94545, Upper Lake.



HOPE NO MATCH FOR DIGGERS

After a disagreement with the management of Hopetown, the Dirt Diggers M.C. have elected to move the location of their All States Scrambles Championship this weekend from Hopetown to San Clemente, Calif.

The new course is on land owned by the Mormon Church about 50 feet off Interstate 5 at the Pico Ave. offramp in San Clemente. Film maker and bike enthusiast Bruce Brown was instrumental in securing the new location.

TROPHIES FOR GALS ONLY

By R. O. Fee

The Knight's M.C. are featuring trophies for gals only on their coming poker run July 6th. Being given away by ticket draw is a hand tied, 100% human hair wig, a fall, and a cascade. The hair items will be donated by the Villa Capri of Glendale and are not the drugstore variety. The wig retails for over $150.

Head gear for the guys won't be neglected either. There's a full helmet for the male riders.

The one day poker run starts at the Pomona Harley-Davidson shop, 1241 W. Holt Ave. from 8 till 10 a.m. The finish is less than 100 miles away and there will be many games and entertainment for the entrants to enjoy.

Further details are available by calling (213) ED 6-0414.

MOTORCYCLE SAFETY TRAINING TO BE OFFERED AT W.V.O.C.

Beginning Monday, July 7, a Motorcycle Safety class will be offered at West Valley Occupational Center, 6200 Winnetka Avenue, Woodland Hills. The class will meet Monday and Wednesday evenings from 6 to 10 p.m. for 3 weeks. Instructor will be Dale Martin, experienced cyclist and competition rider.

The course is offered for beginning cyclists and for persons taking the tests for license renewal. Enrollees must have a valid California drivers license. If still in high school, they must have a California drivers license as well as proof of successful completion of both driver education and driver training courses.

Motorcycles and helmets will be furnished by WVOC, but trainees may use their own equipment if it meets safety and legal requirements.

Interested persons may register now for the class beginning July 7. The Registration Office is open from 9 a.m. to 9 p.m. Monday thru Thursday, and from 9 to 4 on Fridays, or they may call the Center at 346-3540 for further information.

See'em Ride at SADDLEBACK PARK!

June 29 – Saddleback Scrambles SCTA Riding School

July 4 – Firecracker Motocross GP – Park will be closed to general riding.

July 13 – ACA Motocross; SCTA Riding School

Ride'em Yourself at SADDLEBACK PARK!

Open 9-5 daily, except Tuesday and Wednesdays
Admission $2.50; Juniors & Minis $1.50

Miles of Trails Acres of Fun

Box 2455, Orange Cal. 714/639-5832

MOTOCROSS JULY 6th

SIGN UP 8a.m.
RACES START 9:00am
ALL CLASSES
JR. AND SR. 100cc THRU OPEN
CONCESSIONS - FACILITIES

★ BAY MARE RANCH

3 Motos
Dist. 37
POINTS

All New Course
(never run before)

Limed from Ventura Fwy, and Moorepark offramp in 1000 Oaks
For info. call
Dave (213) 348-3349

NOTICE

Due to circumstances beyond our control, the location of our **ALL STATES CHAMPIONSHIP SCRAMBLES** has been changed from Hopetown to

SAN CLEMENTE

Our new course is 50 feet off the freeway and 500 feet from the sparkling Pacific Ocean. Cool sea breezes flow over the rolling hills. Take the San Diego Freeway or the Santa Ana Freeway South to the Avenida Pico turn-off in San Clemente (45 minutes all freeway travel...from downtown Los Angeles).

SEE YOU...
DIRT DIGGERS M.C.

"America's Weekly Motorcycle Newspaper"

You'll Always See It FIRST in CYCLE NEWS

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Published weekly except the first and last week of the calendar year by C&S Publishing Co., Post Office Box 498, Long Beach, California, also publishers of State Cycle News for the Eastern states.
Second Class Postage paid at Long Beach, Calif.
Editorial stories, cartoons, photos, etc. are welcome and will be paid for on the 15th of every month for material published the previous month (except press releases and "Voice" letters.) Addressed, stamped envelope assures return.
Reprinting in whole or in part expressly forbidden except by permission of the Publishers.
Advertising rates and circulation information will be sent upon request.

Single copy price. . . . . 25¢
Subscription: one year 2nd class mail. $7.50

NATIONAL ADVERTISING DIRECTOR. . . . . Thomas R. Culp
Cycle News (West), P.O. Box 498, Long Beach, Calif. 90800
Tel. (213) 423-0431.

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Survey

Uptown L.A. Motorcycle Park

Newly re-elected Mayor Yorty of Los Angeles is planning to set aside a portion of Elysian Park, near Dodger Stadium, for motorcycle riding. One of the Mayor's assistants, Ernest Conroy, has two children who ride, but there is no place available at present in L.A. City where off-road motorcycle riding is officially permitted.

Forest Service May Close Snow Mt.

The Snow Mountain area of Mendocino National Forest in Northern California is in danger of being closed to motor vehicles. "Recently, motorized (trail bike) travel has ... been popular" in the area, according to the Forest Dept. newsletter. A decision will be made this fall. Interested readers should contact Lloyd R. Britton, c/o Forest Service, Willows, Calif. 95988 to be sure their interests are represented.

Wheeler Is A Dealer

Frank ("Wheelie") Wheeler, famous for his marathon bike and canoe rides, will be importing a new line of motorcycles called "Wild Cat." They will start arriving the middle of this month, in 100, 125 and 175cc sizes with 5 and 6-speed transmissions. Those who've seen them describe the Wild Cats as looking like Hodakas with Yamaha engines. Wheelie's address is 10106 S. Normandie Ave., Los Angeles, Cal. 90044.

Miller's Trials Dates in U.S.

Sammy Miller, the world famous trials champion, will be appearing in Los Angeles July 26 and 27, August 2 and 3 in San Francisco, August 9 and 10 in Toronto, Ontario, Canada and in New England August 17 and 18. Fresh from winning the Scottish Six Day Trial, he will conduct a trials riding school on Saturdays and hold a competitive trials on Sunday. Watch Cycle News East & West for exact locations.

"Sound of Speed" On Radio

Southern California's only nightly radio news program devoted entirely to motor sports features calendar items and results out of Cycle News. Called "Sound of Speed," the program is heard nightly on radio station KEZY (AM 1190) at 6:55. It is hosted by Larry Huffman and can be tuned in from San Diego to the San Fernando Valley.

Cute Birth Announcement

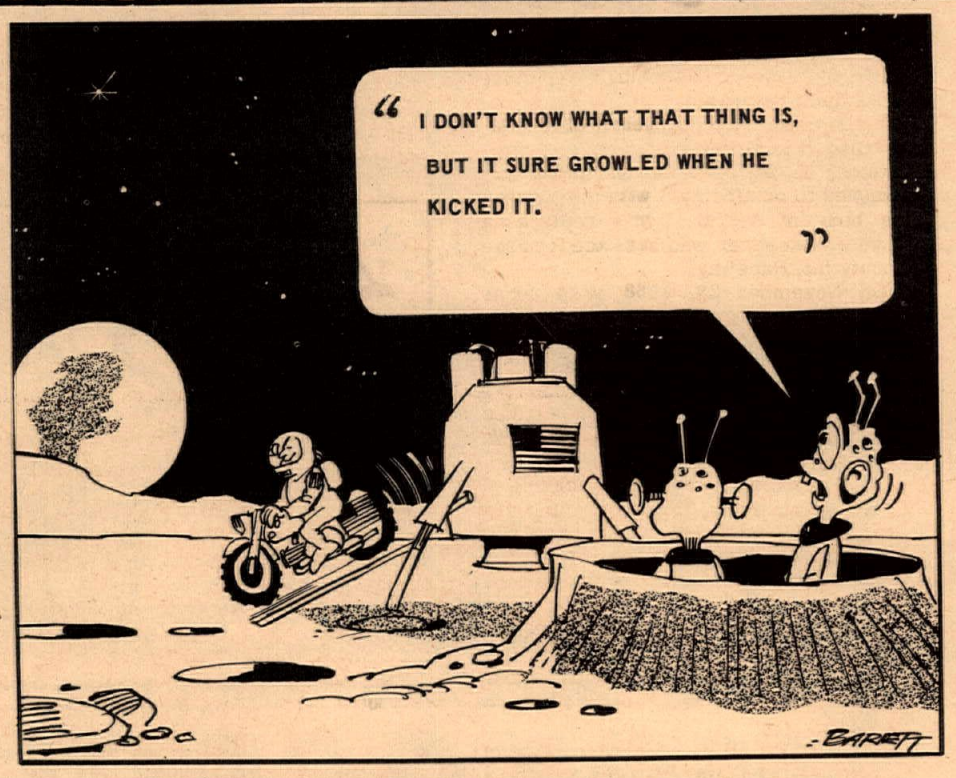
"Huntington Beach Cycle Park presents their Park Champion for 1969 – Arriving approximately August 27, 1969." So begins the cleverest flyer that has come across the Cycle News desk in a long time. "The champ will come equipped with Bawl-Bearing and fuel injection, Scream-lined body and two lung-power. He will also have the finest in water cooled exhaust and changeable seat covers. The decision whether champ will be a racer or a trophy girl will be kept secret until the event." If you haven't guessed already, it was a birth announcement from Don and Hope England, expectant parents and owners of Huntington Beach (Calif.) Cycle Park.

MOTORCYCLE SAFETY COURSE

Robert Mullaney will offer "Teaching Motorcycle Safety and Rider Training" for UCSB extension, June 16-26, at San Marcos High School. The fee is $60.

HURD-SMITH KAWA 3 ENTERS 12-H

Steve Hurd will enter the same Kawasaki Mach III that finished 8th in the recent Baja 500 in the ACA 12-hour Production road race marathon at Willow Springs, Calif. this weekend. Darned versatile, these motorbikes!



FINISH THE FUNNY

June's 'Finish the Funny' winner came to us from Monte Lawson, Coalinga, California. Monte was a runner-up last month but he really hit it big this time. Our gratitude and five smackers are on their way to you, Monte. Every other entry in this contest seemed to be, "There goes the neighborhood," and we decided to reward originality in picking the winner. Some of the other entries were:

"I've been expecting this ever since the BLM closed the desert."...Steve Van Wormer, Los Angeles, Cal.,

"Quick, radio the Sierra Club. He'll ruin our barren waste!"...George Raino, Granada Hills, Cal.,

"I heard they set certain areas aside for them, but this is ridiculous!"...J.L. Bishop, San Diego.

"We have enough craters without them knobbies here, they sure do bite the cheese."...Steve Seeger, Quartz Hill, Cal.,

"Oh no, @#??#!!, 'Motorcycle Syndrome', Earthman's most feared epidemic has even hit NASA; and we were worried about the common cold virus!"...Cathy Mitchell, San Jose, Cal.

"Man, that's a cool bike that dude's got; but what the hell is that thing he's riding out of?"...B. Turnbaugh, Tustin, Cal. sent that one in.

Watch for our next finish the funny contest. Maybe you will be the next big winner.

VOICES OF THE WEST

DEMOCRACY IS DIFFICULT

It's unfortunate that Al Mark's guest editorials were run. He is unqualified to write about today's AFM, being uninvolved in it. He may be upset because he ran for L.A. Chapter office and was defeated. Perhaps he is pro-rider, but I've never seen him out lifting haybales, waving flags, or pushing a broom. Al proudly speaks of his big mouth (ask him!). His main function in the AFM is to make chapter meetings unpleasant.

Constructive criticism is beautiful, but Mr. Mark has no tact. The personnel he attacks have something in common: they want road racing to continue and grow. Those who ride realize that if they don't do the work they are doing, they may wind up with no races to run at Orange County.

As road racing grows, controversy will arise concerning the directions it is to take. I work for the AFM because it is founded on principles of democracy, and these principles could be better utilized if more people would take pride in the club, get involved and informed, and thereby help insure a good future for the sport.

ED LIGHT
Vice Pres., L.A. Chapter AFM

COMMENT: Cycle News is extremely proud of the example the AFM has set so far as a democratic racing association that works. One of the essential requirements of democracy is tolerance of dissent, no matter how tactless the criticism, constructive or not. Al ("The Lip" Mark may be hard to take, but it takes all kinds to make a successful association. His willingness to run for office indicates he is willing to work.

FAN MAIL

Congratulations! on this beautiful interpretation of Dr. Nicholis' (so called) discovery of the "Motorcycle Syndrome". It's so good to know there are still people around who have the intelligence and sense of humor to "twist" some of these "findings, or surveys", back into REALITY. I'm with you.

According to Dr. Nicholis' report, my boy friend (P.V.T. Gary G. Jensen, U.S. Army, former rider No. 67S) "has it bad". And I'm glad. I only hope he solves problem #3 as you did Chuck, because I'd sure love to have a bike of my own!!

May I add a word of thanks to your entire staff for putting out such a great newspaper, it's "out-a-sight", and one of the only contacts Gary has with the cycling scene while he's so far away from home and the sport he loves. I mail every copy to him (after I read it!) and he really enjoys the news. Thank you, from the heart.

CATHY L. MITCHELL
San Jose, Cal.

BILL HARMER PRAISED

The Lucky Wheels Motorcycle Club wishes to thank you for the good news coverage of the Las Vegas Tour you gave us in your Cycle News.

Our club is trying to encourage good, law abiding, enthusiastic sportsmen and we appreciate the opportunity your newspaper has given us to publicize this sport.

Your news article was very good, well written, informative and very interesting. We hope that you will do some more articles about Lucky Wheels Motorcycle Club from time to time.

ROBERT O. CARTER
Lucky Wheels M.C.
Montclair, Calif.

LETTER FROM THE DEEP, DEEP SOUTH

I'm a Brasilian student and my hobby is collecting foreign decals. I want also some posters and catalogs if possible. I like very much your products and will liked of some informations.

Very grateful,
ERIVELTO GONCALVES
R. Saturnino de Brito 115
Santos Sao Paulo Brasil

KAWA 3 DID FINISH BAJA 500

I take exception to your article "Bikes Fail To Win Baja" (CN Vol. VI #23). Maybe in the opinion of reporter Harold A. Blake, Jr. the Kawasaki 3's "chances of...finishing were slim" but it did finish, and placed 8th motorcycle in the official results. Co-rider Steve Hurd was so pleased with the 3's off-road performance that he is going to ride it in the Baja 1000.

P. COLLINS
Adv. Director, Kawasaki
Santa Ana, Calif.

IT ONLY HURTS WHEN I LAUGH

A funny thing happened to me on the way to the finish line last Sunday at the 100's Hare Scrambles. I landed on top of the luckiest kid in the world. (He had a real good chance of leaving it). About

The Indictment Of Al Mark

Recently a guest editorial by a concerned rider, Al Mark, prompted an indictment by his club allegedly for "an act prejudicial to the interests of the AFM or a local chapter..." His accusers say they inferred from Mark's statements that the AFM Los Angeles Chapter or Orange County Raceway was somehow to blame for two separate racing tragedies, when of course no such blame existed.

Mark risks expulsion from the AFM if the charges stick.

The nature of road racing demands conditions equal to the most daring riders. One expects the AFM L.A. Chapter to excel in providing those conditions. The indictment of Al Mark demonstrates the courage of their convictions, now may they not convict courage, in the person of the accused, who has the courage to speak out for the betterment of the sport.

Racing, although it is dangerous, is as safe as human beings can make it. No enthusiast, track owner or official would knowingly or negligently let a hazardous condition cause a racing accident. Races do go on under imperfect circumstances, and accidents do happen. Mark's guest editorial did not question the judgement of AFM officials nor criticize unduly the problems facing road racing in Los Angeles. If those who profess to love road racing want it to flourish, they will have to face the facts and resolve to solve some of their problems, rather than punish those who dare to speak of them.

— By Chuck Clayton

one mile from the finish line, hitting about 30 mph, as I was coming over the top of a rise, I had a chance to meet him head on – this kid was coming up the rise on the other side (riding the course backwards).

Upon making contact with him, I greeted him with a few choice words. (The kind they print in the Free Press).

What made this a bad situation, there were no danger marks when approaching this rise to let me know of the danger waiting to greet me on the other side.

When going out to ride, I expect to go down. But I sure would like to do it on my own. I don't need any help. This kid should have learned a lesson – if you want to ride on the course, get a number and go in the right direction. 300 pounds of bike landing on top of you can be pretty heavy. I would like to thank this kid for not staying around to see if I could get going again. Thanks.

Damages: 1 set of bars, 1 throttle cable, 1 brake lever, 1 knee with torn cartileges – thanks to the rider on the Sachs for getting word to my pit crew.

100's, it was still a good run even if you didn't have the danger marks in the "right place."

BILL ZAREMBA 224
Covina, Cal.

FREE GUEST EDITORIAL

The recent big bang over the L.A. AFM Chapter by a Mr. Al Mark seems to me as the best thing that's happened all year. First off, I don't know Mr. Mark or very few of the people he names in his two editorials.

I just happen to be one of the Free L.A. chapters tech inspectors he seems to dislike.

On a race day I work from 7 a.m. until about 6:30 p.m. helping to get a race run, all for free.

If Mr. Mark is so full of energy why doesn't he take my job and therefore with all his great experience and knowledge he could really tech the boys in fast, safe and clean. Of course, the pay is low and the hours long, but you do get in the race for free.

Instead of fighting and back-biting, why not pitch in and try to help. You can have my job. It's free.

BOB FORREST
West Covina, Cal.

Guest Editorial

By Ronald Doll

NOTE: The editors do not necessarily agree with the opinions expressed in this department, but publish them in the interest of free speech. Equal space will be provided to any who wish to take issues with the statements offered here.

Mr. Al Mark left a few facts out of his "slightly stanted editorial" in Cycle News June 17 issue.

I can only speak on behalf of A.F.M. because it is the only road race organization I belong to. I am not in any way attached to or affiliated with the governing body of A.F.M. I only reply as a Sunday road racer who has raced Orange County Int. Raceway.

On November 28, 1968 Mike Johns (driver) and I, (passenger) crashed into the wall around the tower turn at Orange County Raceway. John s was critically injured and I sustained several head and face injuries. We were taken immediately to Santa Ana Hospital. (We both recovered satisfactorily.)

Our hospital bills were $3000 and $1400 respectively. That particular day we paid $15 entry fee. Out of this $15 came money for the track rental, the $600 guarantee purse and insurance premium for the rider.

The track insurance which is supplied by L.A. A.F.M. paid all but $100 of our hospital bills. Mr. Mark, do any other organizations offer this benefit? I'm sure they don't.

Not only do all L.A. AFM raceshave insurance, but a purse of at least $600. (This increases on increased attendance). Mr. Mark was "sniveling" about high costs of racing. With all the benefits of A.F.M. I can't see how anyone could afford to race anywhere else. And I'm sure Mr. Mark will agree. We all must remember that motorcycle racing of all kinds is a luxury, and if people like Mr. Mark can't afford to race, maybe they should be spectators only.

Mr. Mark wants to start a riders union; I feel this is unnecessary because you should be able to voice your opinion at the various AMA, A.C.A., and A.F.M. meetings. All the A.F.M. meetings I've ever been to, the riders opinions and requests have always been honored and respected. I wonder if this is true in Wes Cooley's club, A.C.A.? Are you unhappy with A.C.A. Mr. Mark? It sure sounds that way.

As a member of A.F.M. and the fabulous Side Hack Association I am perfectly happy with these two fine organizations; as I'm sure all the members must be. Road racing on sidecars is a gas, a real thrill. And to see this action you must go to an A.F.M. road race. Does this tell you something Mr. Mark? I'm sure more editorials like Mr. Mark's can only hinder all of the road race enthusiasts, by alienating the racers against each other. Its racers like Mr. Mark we don't need.

Legislative Notebook

By Barbara Adams Dahms

The other day I went to the local DMV office and did what some motocyclists have already done and all the rest are faced with eventually. I renewed my driver's license and obtained a motorcycle-riding license.

I remember very well when this law was passed last year. It was one half of the helmet-license bill which Foran had packaged. It was the half we could accept. It sounds good in theory to require licenses for operating motor vehicles. It keeps the incompetents off the streets and highways. It promotes greater safety for the public and the individual who is operating the vehicle. Or at least it is supposed to. And in this day of government authority and responsibility who would question that a law does what it is supposed to?

But I wonder, as I wondered as the bill was being passed while we were all agreeing to it (because not agreeing to it was unAmerican and unMotorcycle) if licenses really keep the incompetents off the street and everyone safer.

The majority of fatal motorcycle accidents occur on the first ride, usually on a borrowed machine. How the statisticians reached the conclusion about the first ride I don't know. That it was the first ride on a borrowed machine is easier to determine. The first ride on a machine one is not used to can be quite an experience, especially if made in heavy traffic!

Among the major manufacturers there are several coordination patterns currently in use. Handling characteristics of small and large machines, street and knobby tires, high and low torque, to mention a few, making riding each different model – sometimes each machine – a new experience. There are answers besides standardization for this problem. But the current license law, in any state, isn't providing them.

As currently administered in California, the license law provides nothing. They might at least watch you ride down the street, see if you give hand signals and look over your shoulder before turning and changing lanes and if you stop at a stop sign. That would have more to do with whether you know how to ride a motorcycle on the street than going around in twenty-foot circles and riding along a line for a very short distance.

The DMV was apologetic. "We can't test much but balance," explained the examiner, who is himself a non-rider but has been to several clinics about motorcycle operation and testing.

The legislators make laws because we send them to the capitol to do so. They want to do good and positive things so we will send them back again. We support them because good and positive are the things to be. Safety has become as sacred as motherhood used to be.

But sometimes one pauses to wonder if all these laws in which the government takes care of us are really as good and positive as they seem or are they just one more hassle for John Citizen to endure.

Jack Ferguson owner of

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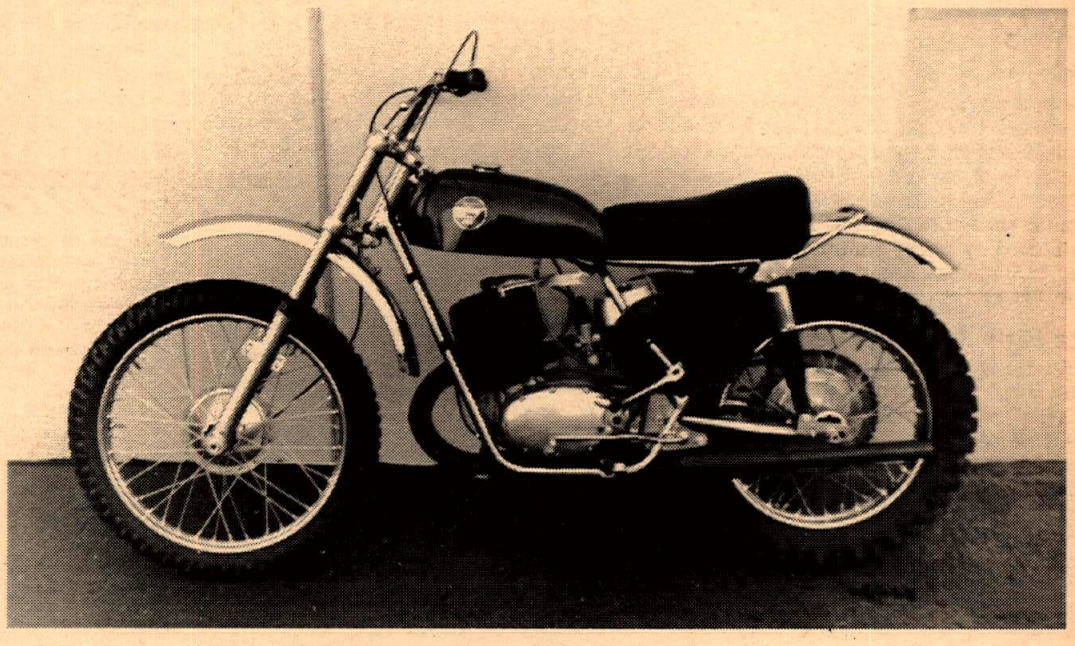

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I also want to thank ALL of the personnel at McCormack International Motors for the curious and helpful treatment, it's well appreciated.

Points Race Hots Up At Heidelburg

CARNEGIE, PA. June 22 – That Grand National Championship AMA points race intensified into a tight three-way battle with Cal Rayborn now unofficially taking a slim lead over Gary Nixon and Bart Markel after the 15-mile Mini-National Road Race on the paved, C-shaped Heidelburg raceway oval.

Rayborn ran away with the race after surviving a bad wobble in his heat that nearly highsided him before he got back in shape and caught up to second place. Roger Reiman took that heat, Gary Nixon won his expert heat race, although handicapped by a badly cut hand suffered in his 250cc race spill at Laconia the weekend before.

Bart Markel took a bad spill in his heat race and so was out of the final.

The race was sparsely attended, with no more than 4,000 fans in the stands and a grand total of 21 experts and 16 amateur riders on hand to do battle. Last year's winner Walt Fulton III fell beautifully while running in the 8th lap of the championship, spinning a full circle, and ended up pointed in the right direction. He took off in pursuit, but had to stop and straighten a bent brake pedal, setting him down to finish 13th. Ron Grant unloaded on the last lap and Dusty Coppage dropped out in the middle of the 15-miler. Art Baumann dropped out in lap 3.

Third-year Amateur Gordon Razee took the Amateur chase on his Triumph, followed by fellow Triumph rider Mike Sponseller. Third place was held by the only real road racer among the Amateurs, Dave Bloom of Michigan. Bloom's Yamaha had loaded up on the starting line and didn't get going until the leaders were halfway through the first lap.

(Results on page 21)

PROS MARKEL, RALL, KEEN, DOVEL, LAWWILL & MANN TO AMA COMPETITION CONGRESS

Professional motorcycle racers have elected six of their members to serve one year terms as members of AMA's Competition Congress.

Elected in AMA's Eastern Region were Bart Markel, Flint, Mi., and Ronnie Rall, Mansfield, Ohio. Racers from the Central Region going to the Congress this year are: Neil Keen, Decatur, Ill., and Darrel Dovel, Chicago, Illinois. Mert Lawwill, San Francisco, Ca., and Richard Mann, Richmond, Ca., were elected in the Western Region.

At full strength the Congress will have approximately 65 members who formulate the rules and regulations pertaining to motorcycle competition for the 100,000 member sports association.

AMA members gain a seat on the Congress through elections and by appointment to serve. Industry members of the Association each send two men to serve their companies. Chartered motorcycle clubs elect 25 men (one from each AMA district in the U.S.) to serve two year terms. The six racers were chosen from ballots containing ten names from each of the three AMA regions. They earned a place on the ballot by being the top ten finishers from their respective regions in the national champion point standings.

AMA Nationals Come West In July

Four straight weekends of national championship racing by the best professional riders in America are on tap next month. San Jose, Ascot, Castle Rock and Santa Rosa will host the four national point paying events. Taking them in order;

SAN JOSE, SUNDAY AFTERNOON, JULY 6th:

The third annual running of this event at the Santa Clara County half mile oval. George Roeder and Bart Markel have won the two previous times out. Usually a dry and wide fast oval that favors the top eastern riders more than the night type track western riders. The record proves it. Markel and Dick Mann should both do well with Dan Haaby and Mert Lawwill running up front, also. Haaby lost this one two years ago on the final turn. Markel is the favorite. He will either tie or set a new all time national win record at this one. Grandstand is covered and affords the fan an excellent view of the entire track. Amateur final is open by Dave Aldana returns from the east riding a red hot win streak. Ascot runs a half mile the Friday night before and a TT the night before this one to give the riders and fans three in a row.

ASCOT PARK, GARDENA, SATURDAY NIGHT, JULY 12th:

The yearly running of the longest TT in national racing each year. 24 experts clash for 50 long and fast laps. The hotshots on the national circuit take a backseat at this one to the likes of Skip Van Leeuwen and Dusty Coppage. Skip has won the last two years in a row and is favored to make it three straight. Haaby came from way back last year to miss the win by less than two seconds. Coppage is hot for this one and could win his first national. Mann is another former winner who is entered but his win came a long time ago. Nixon has shown a couple of surprise high finishes in the past but never a threat. Lawwill could surprise. Skip and Dusty could both have trouble from first year experts Mark Brelsford and Tom Rockwood. Both have led these two in recent TT's. Skip bids for his second straight TT title this year and his fifth in the last three seasons. It's a novice-only TT show on Friday night for the first year riders. Mashburn should run away and hide in the Saturday night amateur chase.

CASTLE ROCK, WASHINGTON, SATURDAY NIGHT, JULY 17th:

The past four years has come up with four different winners. A short and fast dimly lit track where the NW riders compete weekly but have yet to produce a winner. The previous winners have all been Californians and the fans are getting tired of waiting. Mark Williams could be the first to keep the title in the NW but will have to turn in his best ride. Markel has shown the best for the East. Nixon and the Palmgren brothers would be better off passing this one. Van Leeuwen is the defending champ. Skip and Mert Lawwill, the '67 winner, put on a real barn-burner last year. Mert has been waiting a full year for revenge. Mert needs the points to stay in contention with Markel and Nixon. It will be his last "Bonus" type race against these two. Mashburn should bury his opponents in the amateur race as there are no big guns in the yellow plate class in these parts this year. All amateur and expert riders will time trial on Friday night along with a novice-only TT show. The host Mt. St. Helens MC is the best club in the business when it comes to running a professional race.

SANTA ROSA, CALIFORNIA, SUNDAY AFTERNOON, JULY 25th:

The first mile track race of the season in the West and the favorite type track for faithful followers of dirt track racing. Nixon will introduce the Triumph three into western oval track racing for the first time. Fred Nix is the defending champ at Santa Rosa and has won five straight mile nationals in a row. Nix and Nixon finished one-two earlier this year on the mile at Nazareth, Pa. This event could give Nixon the national point lead and Nix his sxith straight mile track win. Santa Rosa, just North of 'Frisco, should give a preview of things to come at Sacramento in September. Aldana will be the one to beat in the amateur class on his BSA three. This will be the first showing of the Yamaha 350 ridden by Mashburn in mile events. The BSA 750 and the Yamaha 350 may take away some of the expert glamour.

SACTO

By Stephen Rooney

SACRAMENTO, CAL., June 21, 1969 – Ralph Waldman won the expert 250 Main Event at Saturday night's motorcycle Flat Track races at Sacramento Raceway. Waldman overtook a hard riding crew of experts on the next to the last lap and held off a determined bid by Milan Vickers to capture his fifth consecutive victory. George Carter of North Highlands had led the race from the beginning but was forced to relinquish his lead as Waldman led a charge by him on the inside of the turn and before Carter could recover three other riders had also passed.

Mike Rooney of Sacramento returned after having won Main Events at the Cycleland Speedway in Chico over the past month. He was the only local rider to enter the first place ranks during the evening's program. Rooney, competing in the 100 Novice class, had to work his way up from a third in his heat and a third in the semi main to capture the first place trophy in the Main Event. Robbie Robison of Modesto was hot on Rooney's rear wheel throughout the entire race and took second only inches behind.

Local favorite and point leader in the 125 novice class, Richard Smith could not quite overcome the handicap of ten yards imposed because of his previous victories and had to settle for second behind Ray Hinson of Campbell.

John Green of Carmichael, Point Leader in the 200 Amateur class moved up to the 250 class and showed the larger machines the way to do it as he won both his heat race and the main event.

John Grant of Rio Linda, another localite who has been in the winner's circle at the Chico track decided to stay in Sacramento for a Saturday night and showed the local fans that he has lost none of the skill that made him last year's high point rider in his class at Sacramento Raceway. Grant took the first place in the combined 100-125 class for amateurs. Ron Blackman. of Carmichael, former winner in the class, was awarded the second place trophy.

Joe Henry, Sacramento's leading sportsman expert rider, was out on a brand new Ossa and showed that he will be a real threat when he becomes more familiar with the machine. Henry placed fourth in the 250 Expert class.

(Results on page 21)

Indoor Co-Promoter Dies

Bob Dowis, 48, co-promoter with Don Brymer of the Long Beach Indoor motorcycle races and partner with Brymer in Motorcycle Setups of Wilmington, Calif. succumbed recently to cancer.

4th OF JULY CIRCUS IN L.A.

Angela Cartwright is shown here with the BSA 250cc Starfire motorcycle to be given away at the 31st Annual American Legion Circus, Thrill-O-Rama & Fireworks Spectacular. Motorcycles will be prominent in the event with BSA motorcycles leading the parade, the queen arriving in a motorcycle sidecar and exhibitions of motorcycle racing on the Coliseum track. Shown with Miss Cartwright are: left, Peter Palmer of Great Bear Enterprises and, right, Bill Schroeder.

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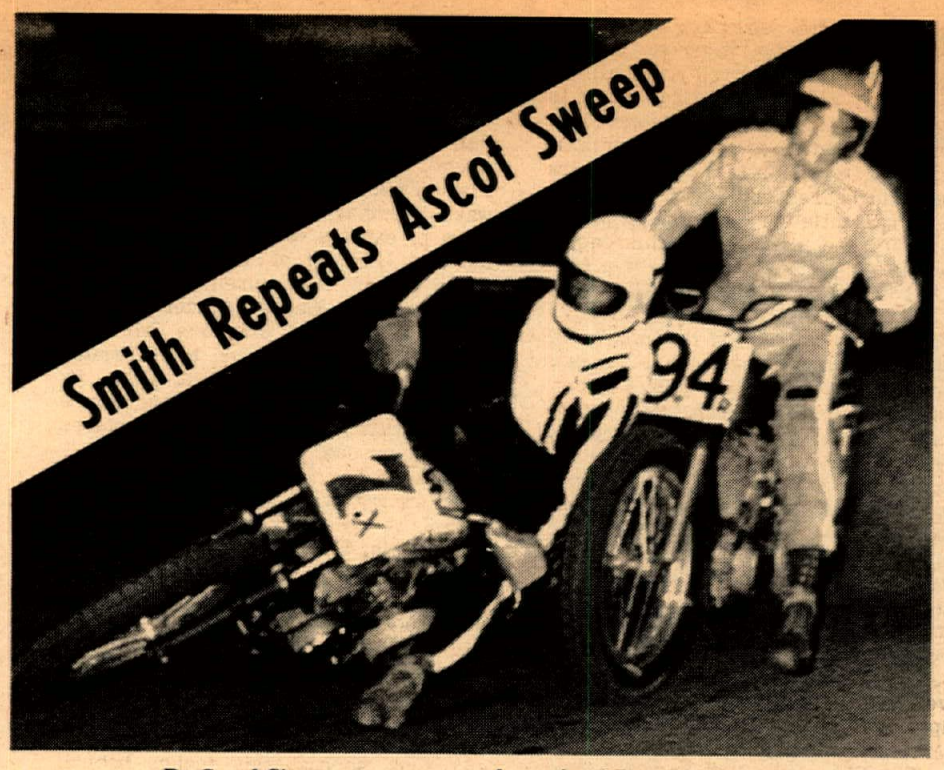


A couple of Experts tangled in a crash that sent riders and machines flying Friday night. Damage was slight.

By Carol Sims
Photos by Eric Raits

GARDENA, CAL., June 20 – Proving beyong a shadow of a doubt that last week's Expert Main Event win was no flue, young Dave Smith (750cc Norton) not only took both his heat race and the final wire-to-wire Friday night, but held over a full straightaway lead at the end of 15 laps.

Ascot point leader Shorty Seabourne (BSA) worked his way past Mel Lacher (H-D) for 2nd place on lap 5, then Paul Conserriere (H-D) also moved by Lacher 2 laps later and was closing strongly on Seabourne at the finish.

Ron Kruseman (Triumph) and Lloyd Houchins (BSA) had a good go for 4th, with Kruseman finally gaining the advantage. Geezer Emick (BSA), Doug Christopher (Triumph), Bruce Andersen (Triumph) and semi winner Tim Harris (BSA) rounded out the finishers.

Time for the event was a sizzling 5:48.84, quickest Main Event clocking of the season and less than a second off DeWayne Keeter's track record for the distance.

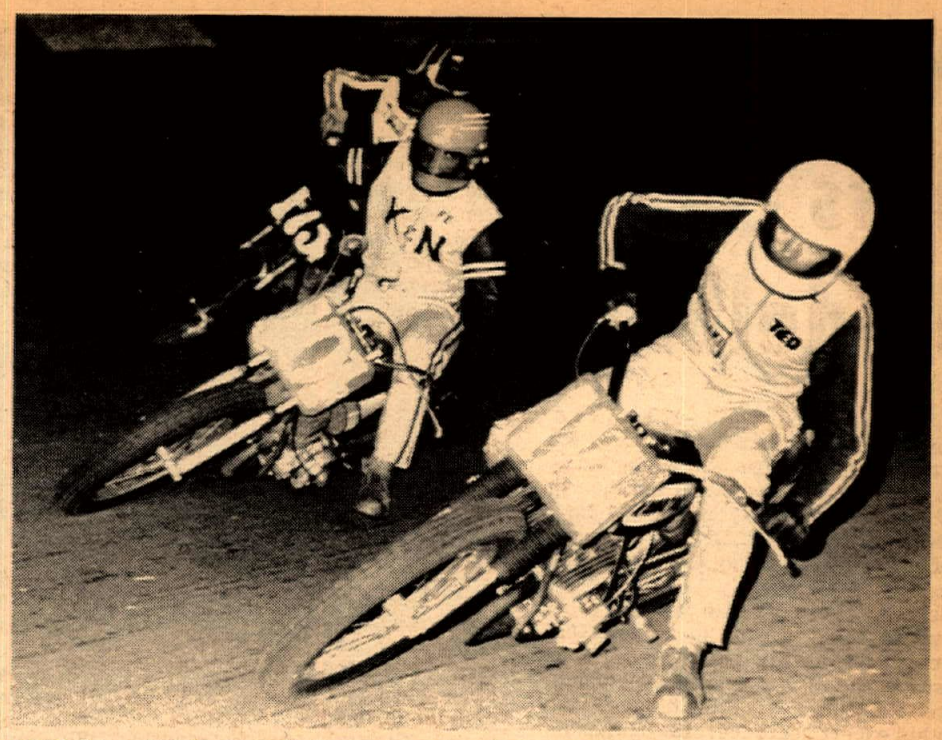
Lacher, victorious in the other Expert heat, also grabbed the Trophy Dash gold, taking over from Houchins on the 2nd lap. Mel thus became the only 3-time Dash winner of the year. Amateur point leader Terry Donaher (Velocette) beat out Seabourne for show spot.

Donaher Does 'Em In

After spilling last week, Donaher came back fiercely to defend his yellow-plate supremacy. He was 2nd fastest overall qualifier, fended off the advances of Don Dudek (Triumph) in his heat race, then came from 3rd to snatch the lead on lap 1 of the 10-lap final. Wayne Hosaka (BSA) maneuvered from 5th to 3rd behind Dudek, with Keith Mashburn (Yamaha) passed semi winner Bob Fulton (H-D) for 4th on the last lap.

Edwards Again...And Again

The K&N 250cc Yamaha of Freddie Edwards once more won every Novice event he entered, and Steady Freddie now has a 9-in-a-row win streak going. Suzuki-mounted Don Emde gave a good accounting of himself, however. The former point leader (who took 2nd in the Loudon, New Hampshire Novice road race last weekend), won his elimination event, finished 2nd in his qualifying heat to Edwards, and moved by another heat race winner, John Hateley (Suzuki), 2nd.



Freddie Edwards, center, worked his way through after starting in the middle of the pack to win every event he entered. He is shown passing Ted (114r) Longwith and John (173) Hately.

Following Hateley in were H-D rider Rick Talbot, Ted Longwith (Kawasaki), Guy Smith (Suzuki) and first-time Ascot rider Milan Vickers (Kawasaki).

(Results on page 20)

Oregon Hosts Lightweight Natl. 4th Of July

Often neglected in favor of the big bike classes, the under 250cc lightweights will get their chance at glory July 4th at Aurora Speedway 20 miles south of Portland, Oregon.

There, the 100s, 125s, 200s and 250cc riders will share in a $1,250 purse. The track is a 1/4 mile dirt oval with supered (banked) corners. The promoter guarantees no dust, thanks to an exclusive automatic watering system, and the track has no absolute groove. "If you're going too slow in the middle of the track, they'll pass you on both sides," says promoter J. Gordon.

Riders planning to make the Lightweight National are reminded to use Class C tires. The pit gate opens at 10 a.m., practice starts 11 a.m. and the races begin at 6. Everybody gets two or three chances to qualify for the show.

Among the stars planning to attend are Lee Stumpenhaus of So. Cal, the Kawasaki racing team and Stan Amor of Vancouver, B.C.

Norton

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Half-Mile Expert Main Event

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June 13 1st Dave Smith

June 20 1st Dave Smith

Norton

SNORTIN NORTON MOVING UP FAST

Scramblers Real Scrambles

By Maureen Lee

BAY MARE, CALIF. June 22 – Living up to their club name, the "Scramblers" really put on a good one Sunday. The course used all of the original TT track, then looped up the hill, down two drop-offs and around an off-camber downhill that looked devastating from the bottom. Commented 100 Expert Ted Judge on the off-camber, "It was terrific! I thought I was back at the good old days at Spencer Park."

Only one 50cc and four Powder Puffs came to the line. Jay Lewis romped out into the lead leaving the girls to trail around after him, with Diane Connolly taking the second over-all.

Steve Armstrong (Hodaka) won the 100 Novice go followed by Bob Hosford on a Yamaha. Bob and team-mate Tim Rockwood (Tom's young brother) made a showy pair in real sharp leathers.

Ron Powell took the lead early in the 100 Amateur-Expert but it was Steve Nichols and Troy McKee who kept the watchers on their toes as they settled the third and second place spots with considerable re-passing of each other.

Sachs rider John Rice did a no-no early in the 125 Combination class and lost considerable time stopping to remove a long string of trail markers from himself and scooter. Starting again dead last he worked up to win over Chuck Berry (Penton) and Burt Severy who had been doing their thing up at the head of the pack the whole race.

Ossa again showed 'em how in the 250 Expert, ridden by Danny Carleton. Larry Taylor (Bultaco) put up a good fight and never backed down, but the Ossa was just faster.

Mojave-rider Craig Cove had a great day. He won the 175-200 class on his smaller model and then took the 500 Novice. His sponsor? Montgomery Ward. Honda rider Chuck Eterline took an early lead with Rodger Flaming (Maico) on his heels. Eterline almost didn't make one turn and Flaming took over, only to tromp on his rear brake and find out "Look ma, no brakes". That slowed the gentleman down quite a bit to say the least!

The Bast brothers, Mike on a Maico and Steve on a Husky took first and second in the Expert division, followed in by Jim Connolly on a Greeves who got hung up in the pack early on and had to do a bit of hard riding to get through.

Somebody here is lost or confused or something. The rider in the background looks as if he can't make up his mind which path to follow.

The one goof of the day happened when the Open division took to the hills. The Experts had been listed in a separate column on the heat board but didn't realize that all the Open were going to run together and many of the big boys like Terry Dorsch and Ike Mizen missed their event. The Scramblers were very apologetic for not making things clearer, gave them track time to play and also refunded their money. Can't ask for better treatment than that!

Two ambulances were on hand all day. Loyal Penn was one who went down hard and was rushed away but we're pleased to report that this popular youngster will soon be out again. He's a little crunched but will be O.K!

Our favorite happening of the day? Watching Chris Hytten who has been a died-in-the-wool four stroke man for a long time with Triumphs and Beezers, having an absolute ball on his new 400 Husky. Said Chris, "I figured I'd join 'em instead of fight 'em and man, this machine is great! It's so forgiving." So a good time was had by all.

(Results on page 20)

The Scramblers put on a good one Sunday. The course used all of the TT track plus two drop-offs, the hill, and an off-camber downhill.

This guy took the excellent spectator mudhole calmly – as if he did it every day.

Speedy Sta. Maria Slo-Pokes

By David E. Smead

The Lompoc Slo-Pokes did anything but go slow this weekend as they put on a real show motocross for Santa Maria residents. Fourteen 100cc juniors and two of the fairier sex lined up for the first event. In the first lap of a five lap race Bob Fortier moved up to first place – and stayed there. Tom Stockstill kept up the grind for a second. In the second and third motos Fortier repeated his win. Stockstill let Maurice Urquibi and Larry Greer arrive ahead of him in the second event but came back for second in the third moto and took home the day's second place trophy.

Carol Davis stayed in second place for two laps of the first event threatening the male riders and leaving Wendy Littrell lonely. Wendy maintained her enthusiasm through three motos beating Carol in the last moto but Carol's excellent riding in the first two events copped the win.

The 125cc junior and seniors were combined and either the juniors were extra good or the seniors weren't really trying. Thirty-eight riders dusted the course and only two seniors, Richard Allen and David Worth could stay ahead of the novice riders. Worth led from start to finish in the first event. Novice Mike David held off Allen until the last lap. The second race found Allen ahead with David holding off Worth. Only Allen could stay ahead of Jim Crook, another novice, in the last moto. The course was hardly wide enough for the 42 riders.

The TT track start played an important role in the finishing position of the 250cc and open events. The course made four smooth turns before leaving the infield. It moved along the infield wall, into a excellent spectators' mudhole and from there through several right corners before reaching a horrible uphill. The deep sand on the hill caught nearly every rider before the day was over, with front wheel heaving and throttle light.

If some of the 250cc riders don't make seniors soon in Santa Maria then the juniors and seniors probably shouldn't be run together. Seven seniors and 27 novices started the first moto. After five laps Mike Spier, Milt Hayes, Phil Jacobson and Al Davis took the checkered flag – all are "novice" riders. In the second race expert Woody Wilson pulled off a third behind Phil Jacobson and Mike Spier. He had to eat a fourth behind Jacobson, Spier and Davis in the last event. Jacobson, on a Kawasaki Greenstreak, showed real style. This youngster could do nothing wrong, whether full lock sliding on the infield or charging down the off-camber hill.

The 500 Seniors faired somewhat better. Six experts and 17 novices made up the open class. Expert Bill Oliver took two first and a second to nail down first place. Novice Jon Shaffer kept him honest in the first and third race with another novice Harvey Wynne playing relief in the second. Jon Shaffer knocked off first open junior for the day and consistent finishes by Dixie Sanders gave him a first 500 novice trophy.

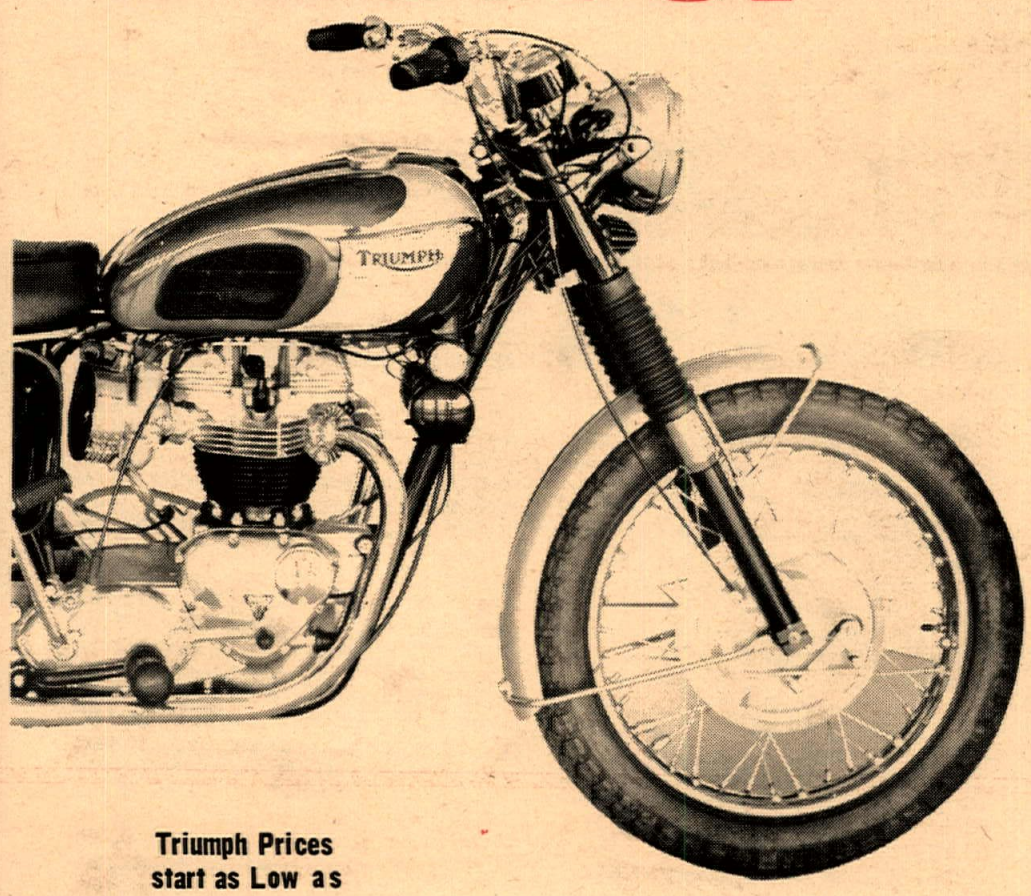
The Slo-Pokes did an excellent job of race organization and the course they used was rought and tiring. Unfortunately the land they have available does not lend itself to a wide, and generally safe motocross course. The TT start gives quite an advantage to sliders in the crowd and leaves the rough riders eating dust through the rest of the real motocross course. Nevertheless the race provided spectator thrills and offered some hard riding for all comers.

(Results on page 20)

Bonneville

The mile chewer

TRIUMPH®



Sweeps 1st, 3rd, 5th, 6th places at the Isle of Man Standard Road Race Sets a New Production Record of 99.99 MPH!

1st M. Uphill 650cc Bonneville

2nd P. Smart Norton

3rd D. Pendlebury 650cc Bonneville

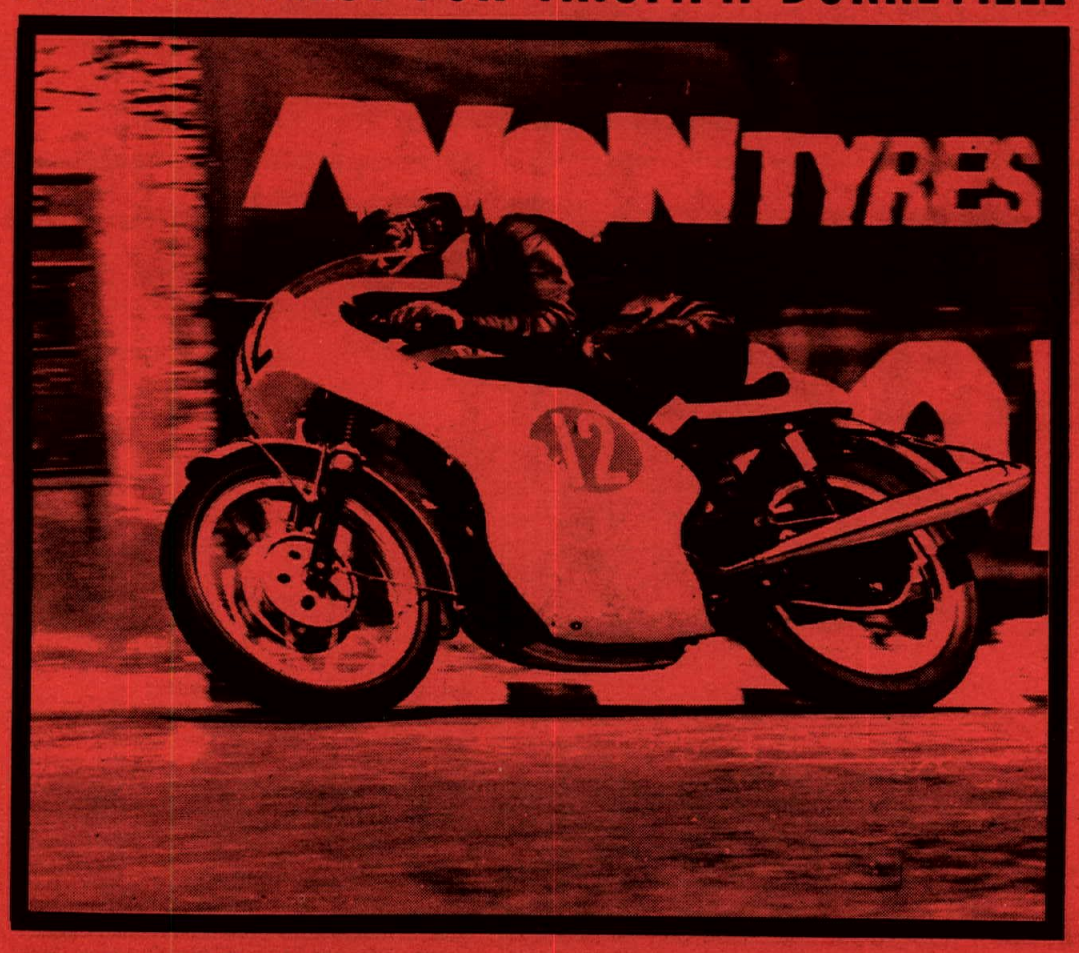
5th S. Jolly 650cc Bonneville

6th A. Jeffries 650cc Bonneville

Triumph Prices start as Low as

$695.

First production machine ever to break 100 MPH Lap.... ANOTHER FIRST FOR TRIUMPH BONNEVILLE



Uphill, on his first lap from a standing start, averaged 100.09 MPH on the 37-mile course. On lap two, Uphill averaged 100.39 MPH. Overall race speed – 99.99 MPH for a brand-new record!

NATIONAL ENDURO FOR GREEVES

Contestants go every-which-away as even the gals get into the action, one Powder Puff entry returning to help her male companion.

Story by Boyd Reynolds
Photos by Reynolds and Sportphoto

Gaining a National title for the first time, the Pennsylvania State Championship became big time with almost 400 riders gathering at the Kunkle Community Hall on June 8 to give a go at this short,rugged contest.

Supervised with the precision of a stockholders meeting, the spectators were carried to the rough spots in school busses, thus eliminating the massive dirt road traffic jams that occur at most large enduros. The grounds around the Community Hall were properly roped off for camping and parking, and auxiliary policemen were hired to control the crowd. Local police officials from each village the run traversed were ready, willing and able to help control the local auto traffic.

Connecticut Rams rider David Latham dropped only 15 points to gain a surprising win and push out the big National competition. Riding a Greeves, Dave rode in the usual style that makes him a consistant winner in New England. This was a mud run and the Rams are mud riders.

Current point leader John Penton kept his slim lead with a 968 score behind Jack McLane who grabbed a third with 976. They were separated by about 12 points before the contest, but McLane made a slight gain on Penton.

The run was centered around three or four rough sections which were all geared to slow down even the most proficient riders. A hill in the morning proved to be too much for almost everyone, including the top Class A contenders. In the afternoon, it was a swamp that oozed with black mud and deep water among the fallen trees and dirt hummocks. Located in the anthricite coal country around Scranton, the championship wound up one hill and down another and was a rugged contest for even the most experienced. Jack McLane finished with a broken swinging arm and many other broken machines were left by the trail side with a variety of problems from flat tires to blown engines.

RESULTS:

Champion: David Latham, Conn. Rams M C, Greeves 985.

Class A Bantam Weight: 1. Bruce Sutton, 945, (Sachs); 2. Lloyd Levinsky, 934, (Pen); 3. David Fisher, 932, (Sachs).

Class A Medium Weight: 1. Robert Fusan, 978, (Yam); 2. James Smith, 977, (Gre); 3. Jack McLane, 976, (Hon).

Class A Lite Heavy: 1. Dutch Bliss, 979, (Tri); 2. Norman Ford, 978, (Husky); 3. Ronald Bohme, 975, (Husky).

Class A Heavy Wt.: 1. Dave Barnes, 953, (BSA); 2. Gordon Potter, 923, (Tri).

Class B Bantam Weight: 1. Fred Terry, 765, (Zun); 2. George Davidson, 756, (Hon); 3. Dennis Nubauer, 745, (Hon).

Class B Lite Wt.: 1. Dennis Hughes, 896, (Pen); 2. Michael Curry, 981, (Pen); 3. Thamas Rossi, 889, (Pen).

Class B Medium Wt.: 1. James Scott, 952, (Yam); 2. Louis Smith, 950, (Yam); 3. Wm. Kain, 945, (Yam).

Class B Lite Heavy Wt.: 1. James Fogle, 953, (Husky); 2. Joe Arceci, 931, (Bul); 3. Terry Lutes, 922, (Husky).

Class B Heavy Wt.: 1. Harry Penn, 5th check, (Tri); 2. William Sutton, 2nd. check, (Tri).

Buddy Class: Cullison/Richardson (Pen). Team: Latham (Gre), Peck (Tri), Boonstra (H—D). Best Club: South Jersey Enduro Riders, 23 entries. District Six Champion: James Smith, 977. Powder Puff: 1. Pat Barnes (Bul); 2. Bonnie Elston (Bul). Senior Class Winner: Edgar Kauffman (Yam), 868.

Speedway Impression

By Jerry Greer

COSTA MESA, CAL., June 13 – There was all the excitement of a Premiere Movie. Covered stands, good music, and a tasteful explanation of the program for old fans and first-timers like the Mayor of Costa Mesa and the fairgrounds director.

It was Class A Speedway, FIRST CLASS-"A" Speedway! One of the riders in the pits looked over at the stands full of real people and summed it up. "Neat."

The new track is roughly 200 yards long; perhaps better wording would be "The track is rough AND it is 200 yards long. For those reasons the riders, who are still adapting to the bikes, had to try adapting to a track totally unlike the one at Whiteman Stadium which is 300 yards long and smoooothh, baby.

Cec (pronounced Ces) Platt, Australian Team Champion of New South Wales, was flown to the U.S. for a month of racing. He'll then go to England for division one riding. That means he's eligible for a shot at the World Title. He's also used to riding 440 yard tracks, not 200 yarders.

Handicap heats were wiggly affairs with riders trying to adapt to the short track, Cec Platt not among the least. The fans couldn't tell the difference though, and gave wild ovations for the first pokey heat.

In heat two Sonny Nutter came from the 80 yard penalty (halfway around the track) and took second in four laps. No mean feat. The fans went nuts! Me too! Yelling, clapping, etc., and these were first-time spectators!

Cec Platt got off hard in a heat and proceeded to work on the handle bars right where he fell, not realizing that the event would continue. (Unlike Australian events.) When he saw them coming back for the number two lap he dove over the fence like a rodeo clown being chased by the bull. He's a little jumpy around Americans with their new toys, I think. We're learning, Cec. Greg Haserot went down hard too, but the fans really cheered him when he eventually walked off the track!

After considerable floundering in his prior heat, old Trick Rick got on the bubble in the fourth scratch heat and really, I mean really zoomed the fans minds. He was making wild, wild full lock slides starting 20 yards before the turns, going all the way through the same way, then terminating each slide with a standing-up straightaway wheelie. The transitions were beautiful. It was his most impressive ride this year, and he's made a bunch of them.

Sonny Nutter did the same thing in the next scratch heat, but without the wheelies. He dusted the competition in a manner that would have brought tears of joy to a vacuum cleaner salesman. The fans were drunk, really potted, with excitement! Everybody was ego identifying!

Then, in the middle of the program, it

(Continued on page 15)

BELL HELMETS

Winners go with Bell . . . like

Cal Rayborn
Daytona Winner
1968 & 1969

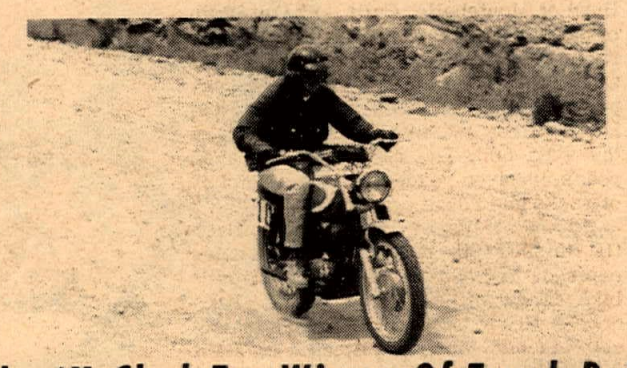
SUNDAY
June 29

SADDLEBACK SCRAMBLES

* Prize money for fastest time in all classes
* Giant 3-foot trophies
* Prizes for all classes; 1 trophy per 5 entrants
* 3 big Jr. & Sr. classes
* No competition licenses necessary
* Entry fee only $5
* All new track
* 1st event at 10 a.m., gates open at 8 a.m.

Sponsored by the Fun Place to Ride
SADDLEBACK PARK
(Newport Freeway to Chapman Ave., east to Santiago Canyon Rd., turn right 1½ miles to entrance opposite state fire station.)

More Bikes In Baja 500 Ran Koni Shocks Than All Other Makes Combined



Douglas/McClurk Top Winner Of Tough Baja 500

The steady riding team of Douglas/McClurk raced their KONI equipped 350cc Ducati to an overall victory in the motorcycle class. Their comment after the grueling Baja 500 ... Our KONI shocks gave us the soft ride and absolute dependability required on this torturous course.

See your dealer now for a complete selection of WEBCO high performance accessories including dependable KONI shock absorbers.

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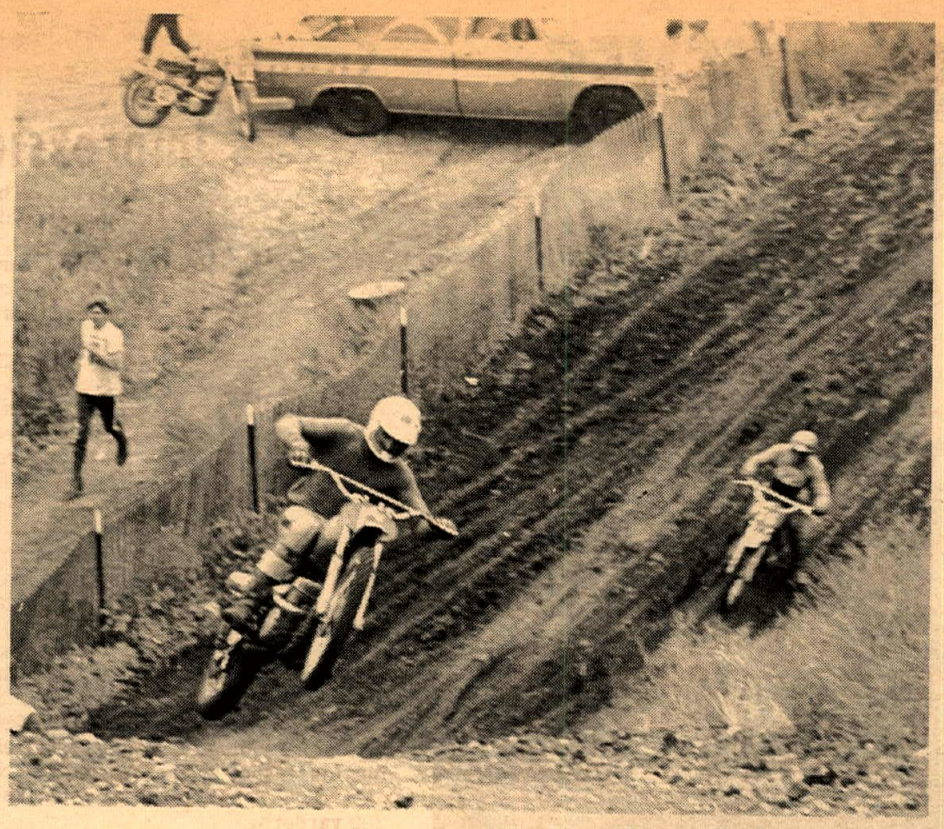


Mike Pera, CZ, leads Bill Gomen, CZ on his way to a first place finish in the first 250 Jr. race.

ACA Motocross Saddleback Park Semi-Final June 22 1969

ORANGE, CALIF., JUNE 22, 1969- Saddleback Sunday wasn't as rough and rutty as usual, or the riders are getting used to conditions and are just going faster. All the familiar faces of the motocross circuit showed up to parti- in what proved to be an exciting day of racing. The C-Z team was out in full force again with Stan around to tighten bolts, check gearing and above all to give that great moral support every rider needs to ride a good race.

Suzuki rider #347 Don Emler scooted along in the 100cc sportsman class to a first overall win. #263 Steve Goldberg on a Hodaka was trying hard to overtake the leader but just couldn't seem to make it, settling for second spot.

The 125cc sportsman motos showed Sachs mounted #4 Bruce Baron again and again winning overall with some hard pushing from another Sachs rider #104 Richard Foshay finishing second.

The 250 sportsman class proved upsetting to some. #76 Bill Gomen, C-Z mounted, took a very hard earned first overall with Bultaco rider #209 Greg Schweers taking second spot. #4 Bruce Baron, C-Z, #1 Steve Strickland, C-Z, and #202 Jim O'Neal, C-Z, were really having at it in the second moto, flying over the countryside and making this most dangerous sport look easy. This class was cut into two divisions due to the number of entries, and the men were racing against time as well as position.

Tim Hart, Montesa, flies high during a 500 Moto. He finished second.

Husqvarna dominated the first three positions in the 500 sportsman class. #57 Carl Cotton, #492 Sam Jones and #56 Larry Geese finished 1, 2 and 3 after time and positions were tallied.

Open sportsman was won by Rickman-Metisse rider #319 Jack Kell. Finishing in second was Triumph mounted #127 Wally Gordon.

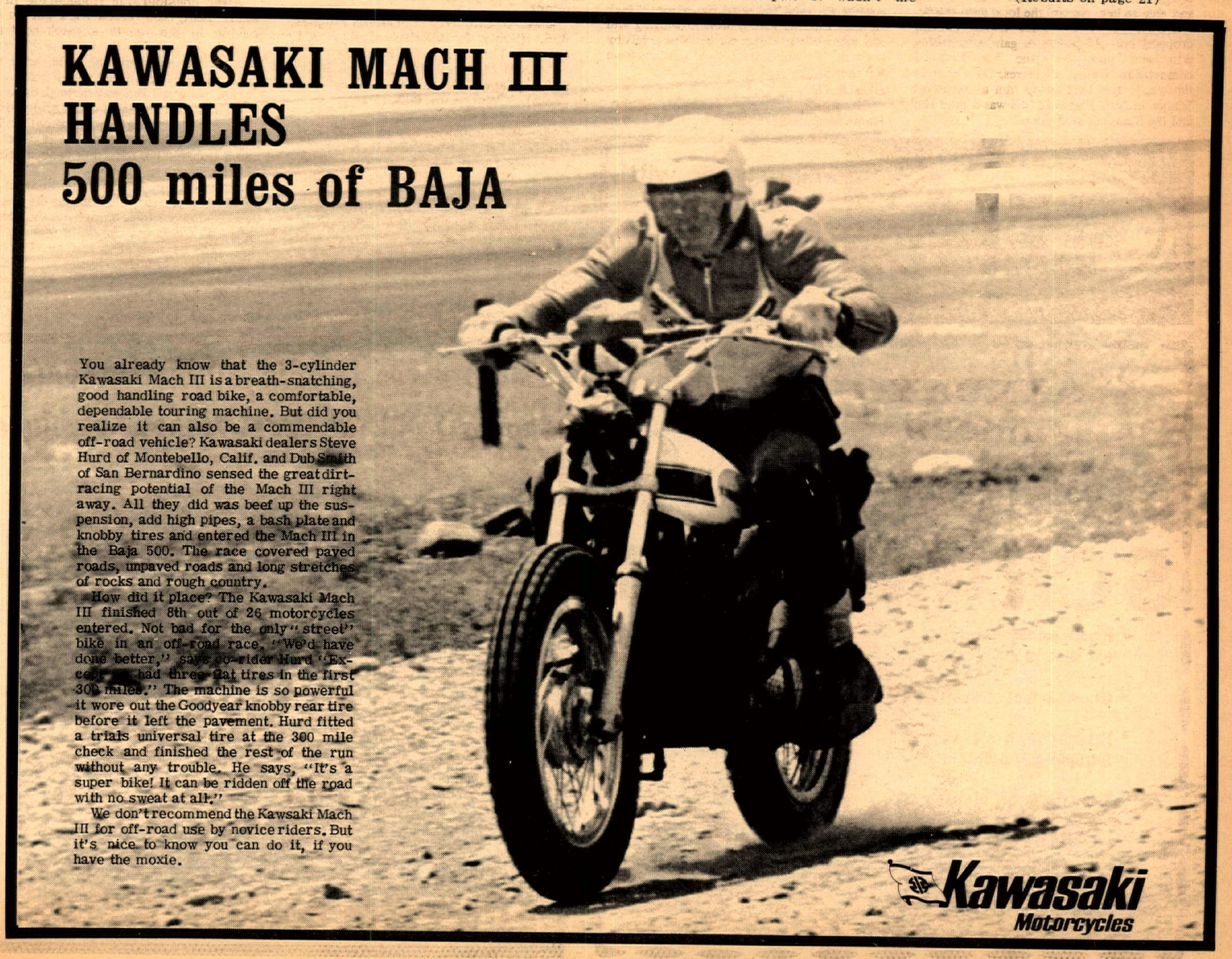
The 125cc Senior class showed a surprising upset with #6 Mike Runyard, Sachs taking the number one spot and even more surprising #30 Jeff Creager on a Yamaha finishing second. Boy Wonder #5 Tom Rapp had it all sewn up with clear sailing ahead until the next to last lap on the second moto, then his machine went kaput. It wasn't the number one rider, Gary Bailey's day either, he had mechanical problems in both starts and ended up with fourth spot.

The 250 Senior class honors went to #11 Jim Wilson on his trusty Greeves. Tom Rapp again led the field for the first few laps but was overtaken by first Wilson, then Hart and finally Bailey. #4 Tim Hart, Montessa gave Wilson some hot competition in the second moto but ended up settling for fourth overall.

In the 500 Senior class, #11 Jim Wilson again dominated the scene with #4 Tim Hart, Montessa and #5 Walt Axthelm Metisse pushing hard for the first few laps. It didn't look like Wilson was too worried though, as he powered on through for a well deserved win.

(Results on page 21)

KAWASAKI MACH III HANDLES 500 miles of BAJA



You already know that the 3-cylinder Kawasaki Mach III is a breath-snatching, good handling road bike, a comfortable, dependable touring machine. But did you realize it can also be a commendable off-road vehicle? Kawasaki dealers Steve Hurd of Montebello, Calif. and Dub Smith of San Bernardino sensed the great dirt-racing potential of the Mach III right away. All they did was beef up the suspension, add high pipes, a bash plate and knobby tires and entered the Mach III in the Baja 500. The race covered paved roads, unpaved roads and long stretches of rocks and rough country.

How did it place? The Kawasaki Mach III finished 8th out of 26 motorcycles entered. Not bad for the only "street" bike in an off-road race. "We'd have done better," says co-rider Hurd "Except we had three flat tires in the first 300 miles." The machine is so powerful it wore out the Goodyear knobby rear tire before it left the pavement. Hurd fitted a trials universal tire at the 300 mile check and finished the rest of the run without any trouble. He says, "It's a super bike! It can be ridden off the road with no sweat at all."

We don't recommend the Kawsaki Mach III for off-road use by novice riders. But it's nice to know you can do it, if you have the moxie.

Kawasaki Motorcycles

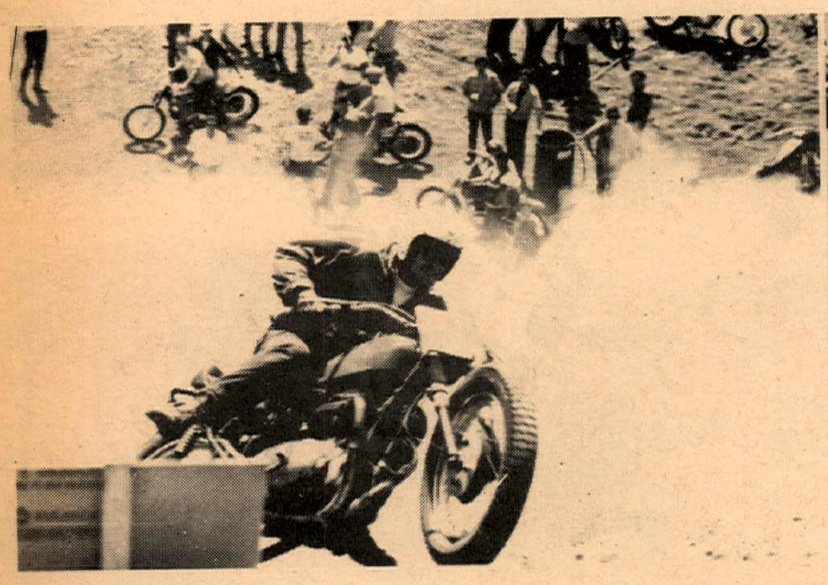
Fathers Day Campbell M.C. Hillclimb

By Margie Oxford

Mother said there'd be hillclimbs like this.

"Pick a track and follow it to the top."

Gordon Miller took 2nd in the 500 Novice.



"Grab a handful and then what?"

Hold 'er Newt, she's rarin!"

Almost 200 riders came to take a crack at the 240 ft. hill.

UVAS DAM, CALIF. – Campbell M.C. has done it again! Fathers Day brought hundreds of spectators and close to two hundred riders to take a crack at that 240 ft. hill.

The meet lasted until past dark, ending with a protest by Don Cody against Frank Durso's BSA. Durso was unable to ride the 650 amateur class, but just couldn't pass up the chance to race his bike, which has taken 1st nearly all season, making Frank California's top hillclimber. Riding the winning BSA was Larry Smith, owner of the new Cycle Mart in Milpitas. There may never be another Durso, but Smith rode like the roaring crowds have never seen him ride before.

Don Cody, coming in second and doing a great job of it, seemed to find a slight discrepancy in the ride and suggested a protest-teardown. The crowd went wild upon this announcement. It had been coming for a long time. Durso was more than willing to prove he was running a stocker. A top mechanic on hand after a quiet measurement announced to the waiting audience, "It's as legal as the day it came out of the factory."

Young Larry Silva is still carrying a first this year in the 200 novice class. Bakersfield's Mel Cunha picked up a 1st in the 250 and the 500 novice. Roger Voyles still has 1st in the 350 novice over Clay Catlett's 2nd. It's been a wheel-to-wheel year for these two. Gordon Miller has really hung on to his great comeback, better than ever since his motor-mishap last year.

The 650 novices surprised many except for Jim Thompson timing 2nd. Bob Myers, Jim Leale and two new-comers Chris Intravia and Carl Dunivan found Fathers Day pretty rewarding by taking home their memorial victories.

The long, hot day ended with no injuries – not to the riders anyway. But there must have been a lot of busted-up bikes from the looks of the spills. Dick Oxford's Harley looked like a pretzel. (Results on page 20)

Waldman Takes Sacto Win

SACRAMENTO, CAL. June 14, 1969 – Over 1000 fans cheered Fairfield's Ralph Waldman as he came from behind to take over first place and win his fourth consecutive short track motorcycle race at Sacramento Raceway. Waldman had to overcome a fifteen yard handicap imposed because of his previous wins. Coming into the last lap Waldman was running in fourth place behind Dick Hardmeyer, Allen Lauer and Merril Beideman when he showed the fans how he earned the nickname "Rapid Ralph". Waldman, Lauer and Hardmeyer, reminded many of the old timers of days of class A racing at Hughes Stadium, when the broadsliders like Lammy Lameroux, Shorty Cantlon and the Milne brothers were drawing crowds of ten to fifteen thousand fans. On the new track surface at Sacramento Raceway the riders are able to hold their machines in full slides throughout the entire turn, providing the spectators with a very exciting program. Each week the number of fans has been increasing and the track is in the process of obtaining more seats.

The mini bike races continue to be a great drawing card and each week the number of participants has been increasing. If the number of minis increases, they will have to be broken down further for various classes.

Lynette Gutierrez overcame her sprained wrist, suffered in a fall during last week's race, to take home the first place trophy in the Powderpuff race. Ginger Burrola, last week's winner had to settle for second.

Over 120 riders took part in the evening's program. The next race is scheduled for Saturday . Sign ups and practice start at six p.m. with the races scheduled for eight thirty. Sacramento Raceway is located on Excelsior Rd. between the Jackson Hiway and Mather AFB. (Results on page 20)

Montana's Jorgenson Memorial Motocross

By Charlie Rossell

GREAT FALLS, MONT., June 8, 1969 – Ed Virostko of Helena, Montana pulled a hat trick to take the points lead in the first meet of a four meet Moto Cross series sponsored by the Great Falls Motorcycle Club. Virostko won the 125, 250 and the Troy Jorgenson Open Moto.

The 125 class developed into a hassle when one Yamaha mounted rider, who had power to spare, was protested and pulled down. He was found to be illegal and was disqualified.

Pursued by Jack "Hodaka" Fauth of Vic's Cycle Service, Ed Virostko won the 125 class with Timmy Sack nailing down the show position on a Kawasaki.

Virostko bounced back again, in the 250 class, on an ultra-hot Bultaco with Jim Slack of Slack's Cycle giving him a real battle on a super tuned Green Streak. Bultaco mounted Mike Weatherall from Helena, Montana was within striking distance but was unable to do any better than third.

The Open class saw Jim Slack back again and picking up first place gold on a new Maico with Jim Klemencic on a Triumph placing second. Dan Rankin of Missoula placed third on a B.S.A. Victor.

As the top three riders in each Moto lined up for the open race a sudden shower turned the track into a spectator's delight as the riders slipped, swore and slid for the three foot trophy. Perpetual winner Ed Virostko took the gold, followed by Jim Slack and Mike Weatherall.

The Troy Jorgenson Scrambles, which kicks off the Great Falls summer scrambles season, is dedicated to Troy Jorgenson who died of a heart attack while competing at the Black Eagle track in Great Falls at the age of fifty-five.

(Results on page 20)

Playing Checkers—A Close-Up Look At The Green-Horn

By Carol Sims
Photos by Jay D. Storer

We opened our envelope, which was marked "Check K, Keytime 12:46, Open Check 12:00, Close Check 4:00." The directions read: "NATURAL BOWL CHECK: Headed North on Hwy. 395 out of Four Corners (Kramer Junction), go 14.6 miles to USAF Cuddeback Gunnery Range sign on East side of highway. After turning thru gate, take gradual Right fork and follow USAF road as described: 4.2 miles from gate, fork LEFT; .6 miles farther pass thru gate; 1.5 miles farther, crest mountain; 6.0 miles farther, turn RIGHT, off USAF road onto Gladding McBean mine road; 7.3 miles farther (at Gladding McBean ruins) turn RIGHT and follow road over thru canyon to Check (on course from this point); 3.0 miles from Gladding McBean you will come to Check: it will be around a corner in a canyon, kind of a natural bowl. See 8 ribbon clusters (orange) on bush at right, and a circle of lime at base of brush. Also an old rectangular gas tank is across road."

My friend, Frances Cunningham, and I had decided to be checkers on the 23rd Annual Greenhorn 500-Mile National Championship Enduro. Now we were at the Pasadena M.C. clubhouse, receiving directions, instructions, clipboards, scoring sheets and a calibrated aircraft clock. Until this evening, however, we had no idea of the amount of behind-the-scenes effort involved in making such a run successful. And, after reading over our directions, we began to wonder if we could even FIND our check, much less handle the task of accurately timing hundreds of riders through it.

Ours was a secret check, designated "K," and riders were to be scored on the following basis: Each minute late – 1 point less; first minute early – 2 point loss; second minute early – 5 point loss, and 5 points lost for every minute early thereafter. Riders could be up to 15 minutes early or up to an hour late before being disqualified, but it was not the checkers' responsibility to disqualify anybody; if we goofed on times or rider numbers, the whole check would be thrown out. We were cautioned to take our time, write legibly...and not get rattled.

Unsung heroes of the biggest and oldest enduro in the U.S. are the four Course Captains. Each man, usually with just one helper, must get 125 miles of the course laid out – marked with ribbons, arrows and lime – and position the checkpoints. This means that two people are doing the job ordinarily handled by a whole club, and it is fitting testimony to their devotion under almost impossible odds that the Greenhorn is always marked better than most runs.

Saturday morning's Course Captain was Dick Smith, Pasadena police Lieutenant. Bob Greene, Pasadena M.C. President and Editorial Director of Petersen Publishing Co.'s Book Division, took care of the Saturday afternoon portion of the run. Bob Vail, an engineer at Pabst, laid out Sunday morning's course, and the afternoon route was the burden of Dave Holeman, Cycle Guide magazine's Managing Editor.

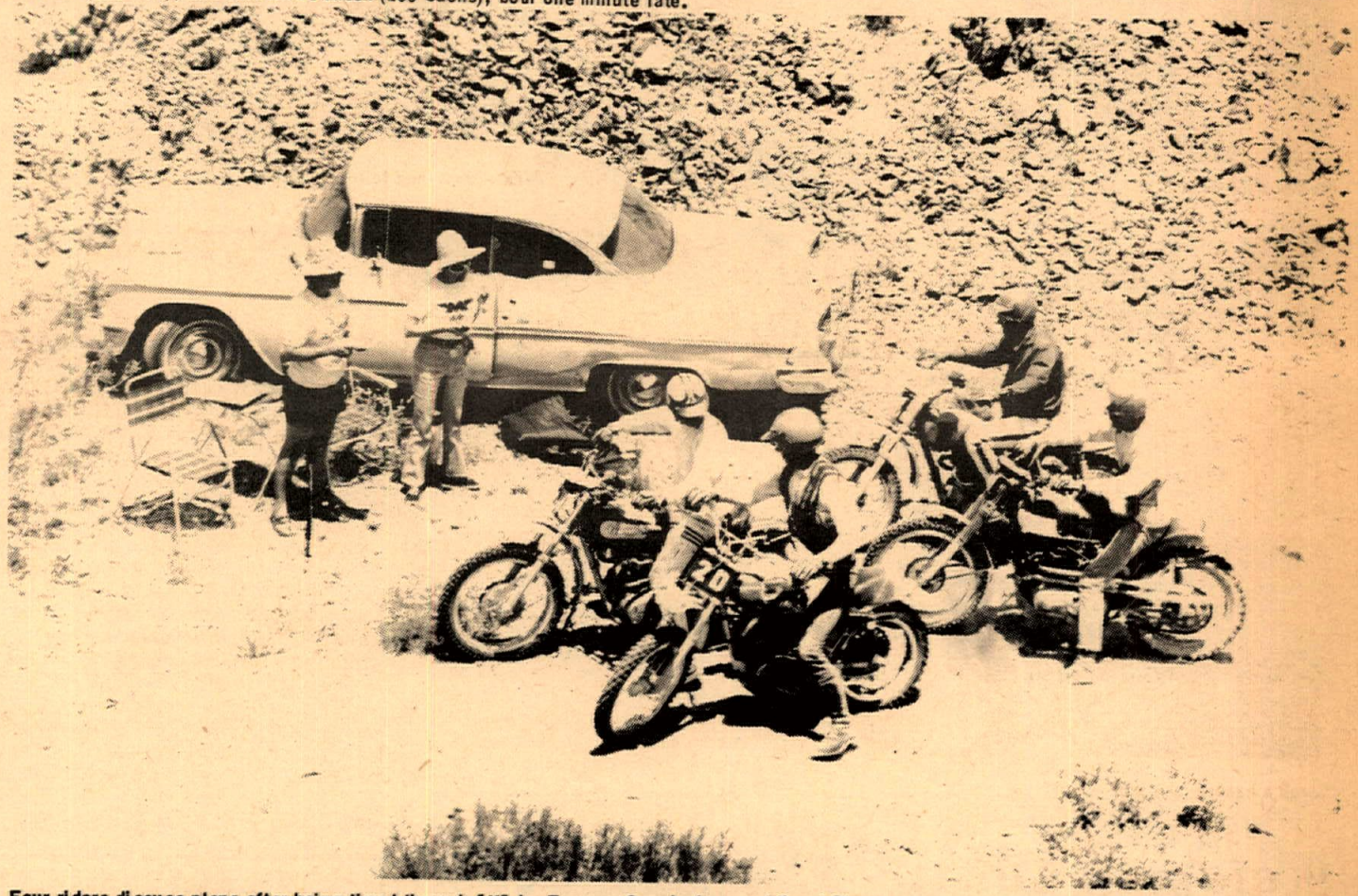
Although mostly cross country, the terrain included a water crossing, some hills, and a longest between-gas stretch of 58-1/2 miles. But there were no bottlenecks to keep the novice rider from finishing, though only about a third of the starters managed to complete the 2-day grind which began and ended at Pearblossom, with an overnight stop at Ridgecrest.

We arrived in Pearblossom early Friday evening, where hundreds of riders had already congregated, then continued on to Red Mountain (the next day's lunch and gas stop). There we met Bob Greene, his son Steve, and Pat Brollier, longtime Petersen Publishing Co. staff photographer. They had been in the area since Wednesday, marking and liming the Saturday afternoon portion of the course on a 600cc Matchless, 500cc Triumph and 100cc Hodaka respectively.

After partaking of a couple of brews and a little cowboy music at the Silver Dollar Cafe, Fran and I barbecued some burgers – then bedded down in the back of her VW wagon for a few hours' sleep. Early Saturday morning the clear desert air snapped us into awareness that it was RACE DAY, and we grinned in anticipation of the adventure that awaited us.

Had we forgotten anything? Looking into the car, it didn't seem possible. We were loaded down with water, food, straw hats, shades, heat pills, suntan lotion, folding chairs and tables, a first aid kit, our checking paraphenalia, and the protective company of Gussie, Fran's pit bull dog. NOW to find our checkpoint.

First arrivals are surprised by secret check 'K'; among those rounding the turn are #1F James Nelson (650 Tri.), and #1A Eric Jensen (100 Sachs), both one minute late.



Four riders discuss plans after being timed through "K" by Frances Cunningham and Carol Sims. Identifiable is #2 Tom Muto (Husqvarna).

Surprisingly, we had no problems. The road into the desert was so well marked, and the directions so clear, that we arrived in the Gladding McBean mine area with plenty of time to spare for sightseeing and rock hunting before continuing on to our check. Snakes, jackrabbits, tortoises, sheep, lizards and all manner of desert inhabitants were in the vicinity, but we didn't bother them and they didn't bother us.

Finally it was time to set up the check. After bouncing along the course for about 3 miles we found it...and it was really a sneaky one. Oncoming riders would round a turn into a little bowl-like canyon and – surprise! – there we'd be.

We set up our equipment by the beribboned bush and the sign that read: "Check K, Mileage 30.4, Keytime 12:46." I was to keep track of the time, calling out each minute and each rider's number as Fran wrote them down in running order. Later we would transpose the figures to our master scoring sheets. Riders had left Pearblossom, six every minute, beginning at 6:01 a.m. So, theoretically, the first ones through should be #1A, #1B, #1C, #1D, #1E and #1F.

Long before the first rider was due, however, Course Captain Greene and son Steve rolled up, carrying bags of lime and making a final run of the route to ensure that all markings were intact and checkpoints in order. (Good thing, too, because only 5 miles from the first day's finish a landowner had carefully removed all ribbons and arrows from a 2-mile section of the course. Fortunately, Bob spotted the signs hidden under a bush, and he and Steve hastily replaced them, raced into Ridgecrest to set the clock at the finish, then Bob hurried back and waited on the trail for about 40 minutes to make sure the markers weren't taken down again. "It was our only close call," said Greene, who's been a P.M.C. member for 31 years and actively involved in the run since its inception.)

Then we were joined by Jay Storer, a fellow Petersen Publishing Co. staffer who had completed his early morning check and driven up to give us a hand if the traffic got too heavy.

We settle down in the ever-warming stillness to await the telltale sound that would signal an approaching rider. Suddenly, 20 minutes ahead of time, the first man appeared – Yamaha-mounted Larry Salo from San Jose. "I've never ridden the desert before," he explained, "but it's sure a ball." We chatted briefly about the Indianapolis race before he rode away.

Soon it was keytime plus one minute – and nobody had made it through on time. Then we heard them coming! At exactly 12:48 the first group of riders roared around the turn and slithered to a stop – thoroughly surprised. We became so engrossed in our work that for the next couple of hours there was only time to keep track of everybody, with occasional pauses to comment on the friendliness and good humor exuded by the riders.

"How'd you ever find your way clear out here?" they'd ask. Or, with a grin, "Boy, you're really sneaky, aren't you?" Frances even rated an "I love you" from an extra-thirsty Yamaha rider to whom she'd given a drink of water.

Some of the competitors were so startled by our check that they ran off the course, bounded over bushes, climbed the canyon walls and performed all sorts of entertaining maneuvers as they approached. Others, veterans of countless desert runs (like the 6-man Harley team of Ekins, Krizman, et al.), showed up right on the dot, checked their clocks and coolly motored on.

As many as 14 riders arrived in one minute and traffic became pretty heavy at times. Still, there was no confusion. If a rider had lost his number plate while bashing through the boonies he'd yell out "47B" (or whatever); quite a few had their numbers taped to their helmets just in case they did lose their plates. And we'd make sure we'd accounted for everyone before nodding or waving them on. In all, 260 riders passed through check "K" – two of them women.

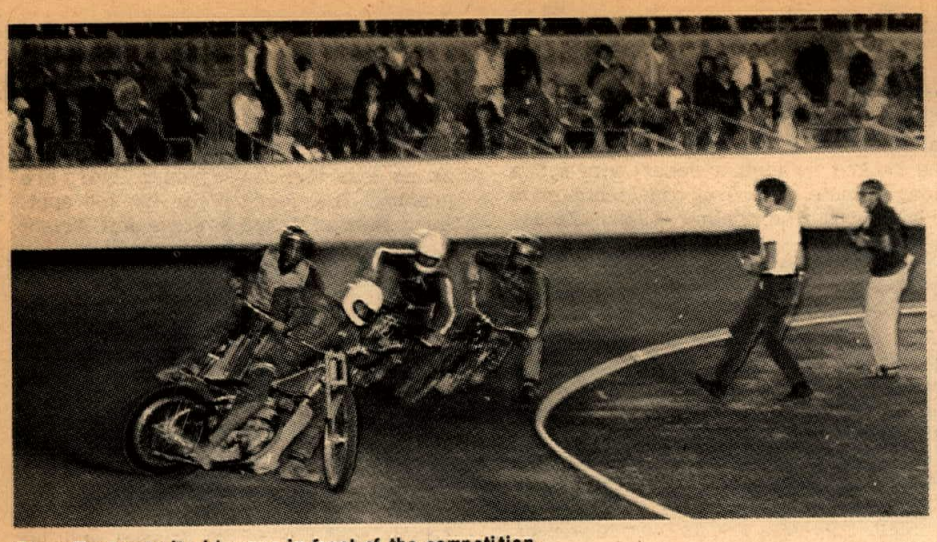
Around 3:00 p.m. the stream had narrowed to a trickle, so we began the job of transposing our running notes to the master score sheets, finishing just as the Chuckwalla Jeep Club follow-up crew came through. They had rescued a stranded rider and would transport him, along with any others they might find, back to civilization.

It was time for us to return to civilization, too. We gathered up our belongings, loaded the wagon and took off for Ridgecrest. Riders were still being checked into the first-day finish when we got there, while pit crews, families and earlier arrivals set up camp for the night. (Incidentally, the camping area was left in immaculate condition the following morning – an example which could well be a deciding factor in presentation of future desert events.)

Since a small portion of public highway was involved near the finish, Ridgecrest Sheriffs and California Highway Patrolmen had been notified, and were on hand to direct the flow of traffic and facilitate road crossings. Their attitude was most cooperative and helpful, a fact that we can personally verify.

Soon after turning in our score sheets and clock, we were asked by a couple of thirsty riders if we could spare some water. I handed them our thermos and

(Continued on page 27)



Steve Bast puts it sideways in front of the competition.

The fans are becoming part of the action at the Costa Mesa Speedway as they eat some dirt thrown up by Rick Woods and Sonny Nutter.

By Mike Capalite

Teeny-Boppers Scream, Bill Cody Takes Handicap Main

COSTA MESA, CALIF. June 20 – It was another exciting night of speedway racing for the fans at the Orange County Fairgrounds as Huntington Beach resident Bill Cody received the plaudits of the crowd for his spectacular win in the handicap main event despite the do or die efforts of speedway ace Steve Bast.

The program again started with the handicap heats. To riders started 50 yards back. A fourth spot was all Rick Woods could get as the riders were packed in front of him and there was just no way through unless he was to bash his way through. The same thing happened to Cec Platt as his heat was a close one and although Cec has put in some practice during the week to familiarize himself with the smaller tracks and was looking real good, there just wasn't a hole for him to get through and he missed out of the handicap races altogether while in the last heat, Steve Bast coupled a two-rider spill with some hard riding and took the win ahead of Bill Cody.

Two match races were on the program, the first being one betwen U.S. Champ Rick Woods and California champ Sonny Nutter with the winner having a go at it with Cec Platt, the Australian Champ in a later race. It was a two-lap race which provided the fans with some of the hairiest of speedway tactics they have seen on this track as Nutter was on the outside and Woods, being on the inside by viture of winning the toss of the coin, definitely had the advantage. Woods, having gone wide, suddenly found himself trying to regain the lead the hard way, on the outside. As they came out of the first corner in the second lap, they were side by side when suddenly Rick got some unexpected traction and was able to pull ahead down the straightaway enough to close the gate on Sonny. Woods beat him, but only by inches and the crowd screamed their approval by not only cheering the finish of the race, but giving them a standing ovation as they came by on their cool-off lap, headed for the pits.

After the scratch heats which went to Steve Bast, Ron Miller, Sonny Nutter and Rick Woods, the match race between Rick Woods and Cec Platt was held. Although Rick was able to take the win with a few feet to spare, it was easy to see the improvement that Cec has made in his riding style in trying to adapt from the 1/4 and 1/2 mile tracks that he runs in Australia to these smaller tracks here in the "colonies."

The line-up in the Scratch Main had the

Bill Cody won his first main event Friday night.

crowd on the edge of their seats as Steve Bast, Norm Elledge, Sonny Nutter and Rick Woods pulled to the line. When these boys are in the same race, it is hard to pass any of them and they know it, so the fight for the first corner is the important one.

Steve Bast had pole position and used it to his advantage as he took the lead out of the first corner with Elledge, Nutter and Woods right behind him side by side. Bast, flying like there was no tomorrow, suddenly gave it everything and the machine got a terrific bite, the front wheel came straight up while Steve was still crossed up in his slide and it carried him half way down the back straight before it came over backwards on top of him. Nutter and Woods missed him. The applause Steve received as he left the track was enough to heal his injured pride. Nutter went on to score the win.

After the class 'B' main that went to Swede Savage, the Handicap main lined up with Nutter and Bast back on the 50 yard line and Bill Cody, Eric Olsen and Terry Graham on the 0-yard line. Terry had the lead but lost to Cody when he spilled in the corner and took Sonny Nutter down with him, but Sonny was able to keep it running and got up and away again. This left a clear path for Bast and Mike Konle to move up on Cody, who held off Bast's bids until the last lap when Bast made an effort coming out of the corner into the back straight, but Cody crossed up sideways right in front of Steve, so he had to shut off to avoid a collision which gave Cody the edge he needed to take the win. Bill received the trophu, a pizza and the kiss from the trophy girl.

(Results on page 20)

Trojan TT-Hundreds Of Hundreds

By Jerry Greer

SOUTH GATE, June 19, 1969 – When you hear the words "Hundreds to the line", you think of people winding up their wart 90's. When you hear Trojans Super Swell flagman, Chuck Murray yell "Hundreds to the line!", you think he's merely noting how many are going to be in the heat!

Fourteen heats! Six Trophy Dashes! Five Mains! And a partridge in a Pear Tree.

Sportsman TT and Flattrack for 100's, 125's, and 250's is popular at South Gate, and talent by the bushel is exhibited at race time.

In the 100 TT Trophy Dash, Gary Scott on a Cimatti did in Paul Wilde on a Yamaha. Passed Wilde in the air coming off the jump! It was really a heads-up all the way and lived up to the title "Trophy Dash".

The 125 TT Trophy Dash had Bob Young on a Yamaha ahead of Paul Wilde on another Yamaha. It too was a quick affair.

The 250 TT Trophy Dash was won again by Lee Stumpenhaus on a Steve Scott Bultaco. Stumpenhaus and Wilde are perennial winners. The three TT Trophy Dash winners also aced out the Flattrack Trophy Dashes. Beware, beware; The Anti-trust boys will get y'all.

The 100 TT Main was a power struggle between Gary Scott on Aloha Cycle's Cimatti, and Wild Paul Wilde on the Ace Bike Shop Yamaha.

The 125 TT Main looked like a grocery cart race through a revolving door! Eventually it was all sorted out and what-ho! Paul Wilde on his faithful pony, Yamaha, came cruising in ahead of Bob Young and Byron Spinks, also on Yamahas. Popula-brand, hey?

The 250 TT Main was another Stumpenhaus affair, but he was challenged by Willie Hockie riding a very strong Ossa and Irwin Moon on another Bultaco. Somebody in the pits mispronounced Stumpenhaus' name, maybe intentionally. They said "Stompinghouse". True, true.

The combined 100/125 Flattrack Main finished up with Gary Scott on old #3 Cimatti finding the way home first; Byron Spinks settled for second on his Yamaha, and Jim Tabler routed the rest of the troops with his Hodaka for third, after two zillion black flag restarts. My goodness our youth are agressive! Lotta brand competition too; Suzuki was fourth.

The 250 Flattrack Main was a typical hell-for leather deal. Stumpenuaus' Bultaco developed lung trouble and passed the challenge ahead. At the end, Phil Moon won on a Bultaco that took second in the 250 Flatttrack Trophy Dash too. Hard charging Willie Hockie on his Ossa picked up second right behind Moon, and me truly right behind Hockie on a Ducati with valves and everything (gloat, gloat).

(Results on page 21)

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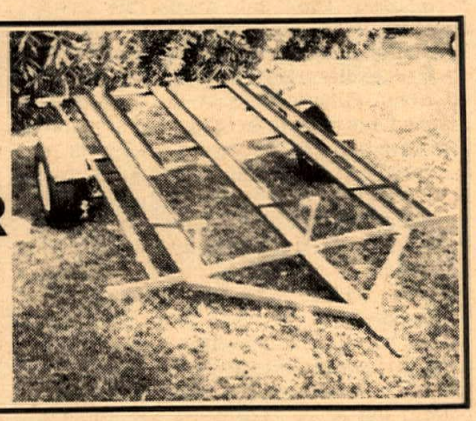

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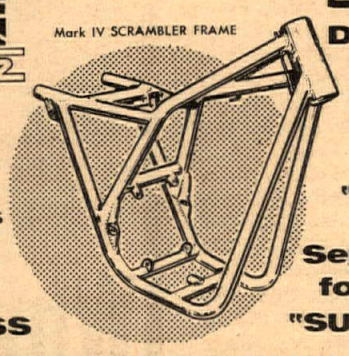

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So. Cal. M.C. Hare Scrambles

Photos & Story by Dick Wright

Roger Terry, Husky mounted, has two 500cc Novice wins to his credit. (Dick Wright photo).

RED ROCK CANYON, CALIF. June 27 – The 250cc Yamaha with Mike Patrick aboard has become almost unbeatable as he racked up another desert win, with a four minute lead over his team-mate Phil Bowers on another Yamaha, tuned by Patrick.

The start was three miles out and the riders rode through the pits after the start then jumped on the main course. This gave the spectators a good look at the leaders as they came down one side of the canyon and across the wide valley and up the steep hill and out the other side.

The leader at the top of the hill was #7 J.N. Roberts on a 360 Husky, Gary Conrad on another Husky and Patrick.

After fifty-five minutes you could hear the leader coming into the pits and it was Gary Conrad with Patrick three minutes behind. Roberts had run into trouble and dropped out. Patrick moved into the lead when hard luck Conrad got a flat tire on the second loop and Patrick held it all the way to the finish line at the end of the third loop. Bowers pulled in second followed by James Martino #11 on a Husky, Gary Griffin #16x, Bultaco mounted took fourth. Larry Mulock #567x a new 250cc rider placed his Yamaha in seventh spot to take first amateur. Duffy Hambleton #30 rode his big Triumph in for ninth overall to take first open amateur followed by Darryl Ellis #62x who took second 250cc amateur. Barry Bubar #659 was really mak.ng it on his big Triumph as he moved through the pack to take first open novice.

The 100cc class has turned out to be a battle royal this year for the #1 spot, as no less then three young tigers are pushing Jack Morgan for the top spot. As a show of things to come Jeff Wright #15 on a SS Hodaka had the lead coming through the canyon with Morgan #1 running second. Wright held the lead to the second check where he fouled a plug in the sandwash. Morgan took over the lead, but Terry Clark #6 also on a Hodaka had moved up to second and was now pushing Morgan hard. Coming into the pits they were wheel to wheel with Mark Rader #28 another young charger running a close third.

Clark led it out of the pits and was determined not to be passed and he wasn't as Morgan running second blew a rear wheel in the heat of battle. Wright had changed plugs and moved up to second and that is how they finished. Ken Buckspan #244 pulled on his SS Hodaka to take third and claim first amateur. Gene Cannady #42 was fourth on a Sachs. Allen Pepple #71 was second amateur in, Milt Krause #224 finished eighth and took first novice on his Sachs.

This was one of the best runs of the year, the course was well marked, and had everything, sandwashes, hills and fast trials, plus fire roads. This coming week it is another super good area; the Hi Vista with a European scrambles.

(Results on page 21)

COSTA MESA cont'd.

was announced that Rick Woods, U.S. Speedway Champion, and Cec Platt, Australian Team Champion, would run a four lap match race. If Ben Franklin had flown his key kite over the fairgrounds that night, the electricity in the air would have zotted his kite right out of the sky.

The fans were waiting... The two champs were breathing deep; bang!, the gate went up, and Woods took the outside, making wide radius slides with Platt going inside, pinhooking the turns. Each went around four times using two contrasting styles, and went, nay! FLEW, across the finish, side by cotton-pickin' side! Ain't it great to see the fans on their feet again? Cec showed champion blood by adapting so quickly, and what can you say about Rick? Only two years on that thing? Lizards!

Nutter and Woods really diced it in the second scratch semi-final. Rick was going around a different way each time trying to get rid of Sonny, and in so doing almost laid it down in the number three turn on the last lap. But somebody "Larned him good" as he caught it and wheelied across the ever-present finish line. A strong race that earned Nutter and Woods even more members for their already growing fan clubs. Funny, I didn't hear one single horsepower argument in the stands either. Good omen for bike racing.

In the Scratch Final, a real race loomed on the horizon, with Woods, Nutter, Ellage, and Aurandt lined up. The riders revved, the gate went up, they blasted out and Nutter fell down in the first turn, disappointing the more knowledgeable race fans. They saw a possible upset subside in a cloud of "Sonny-dust". Lotta competition between those two. A shot of excitement hit the fans though, as Norm Ellage right at the finish unleashed his jet-powered uranium stockpile and nabbed second by the length of the word Avrandt used, when he realized he'd been had.

The announcer at this point requested that the first-time spectators make a joyful noise; sort of a Gallup Poll. Hot dog, you should have heard 'em. Balm for the soul.

Two more Match Races between Woods and Platt ensued. Cec, still having trouble with the mini-track fell in the second match, but after getting up, he made a full lock exhibition through the turns, with his left foot two feet above the ground in classic speedway style. Most fans missed it, but it was his answer to Woods' slick ride. In the third match, Cec got crossed up badly, but his ability to cover fantastic amounts of distance in a single bound was stunning. Remember, he'll only be here till July 15th.

The Handicap Final was a bit of an anti-climax after the smooth styles of the Dynamic Duo. But the other guys had smashing styles too – smashing the fence, each other, the ground....

You absolutely won't believe this! The announcer actually had to tell the fans to go home, that the races were over, thats all folks, etc. Everything was perfect. Weather – setting – atmosphere – Were you there?

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June 14 – 250 class
1st – Jeff Willis – 250 American Eagle

ACA Motocross Bay Mare
250 Expert Class
1st – Mike Runyard – 250 American Eagle

Marin County Motocross
June 15 – Overall 500
1st – Brad Lackey – 405 American Eagle
2nd overall – George Shaffer – 405 American Eagle
3rd overall – Biscuits Verbiscio – 360 American Eagle

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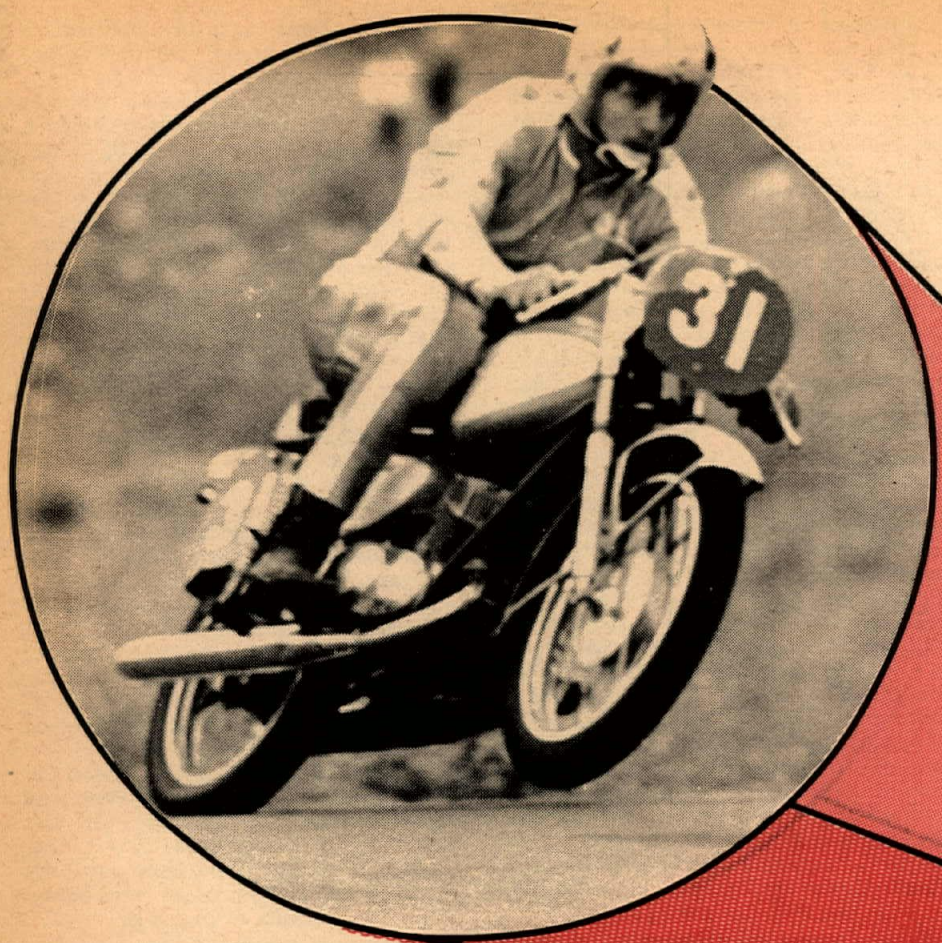

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June 14

1st OVERALL

Dave Damron - Geoff Mazon
Suzuki T-200

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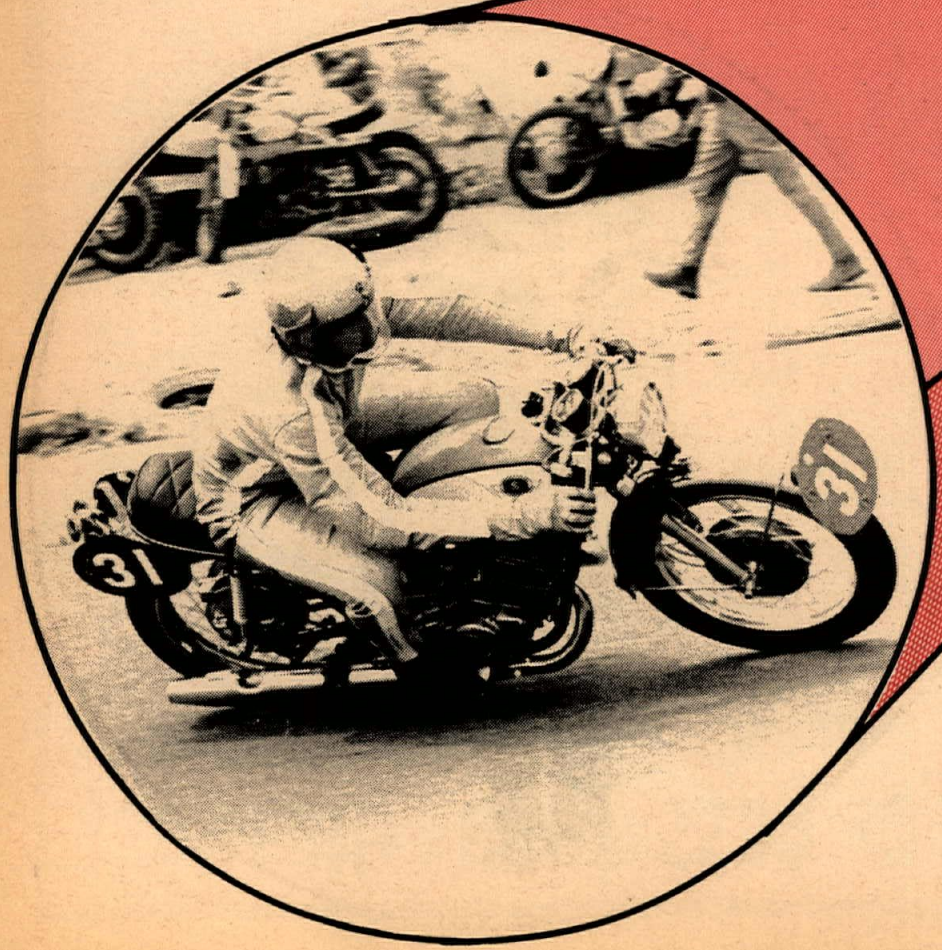

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1st 350 Class
Dave Damron - Geoff Mazon
Suzuki T-350 Rebel

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OVERALL

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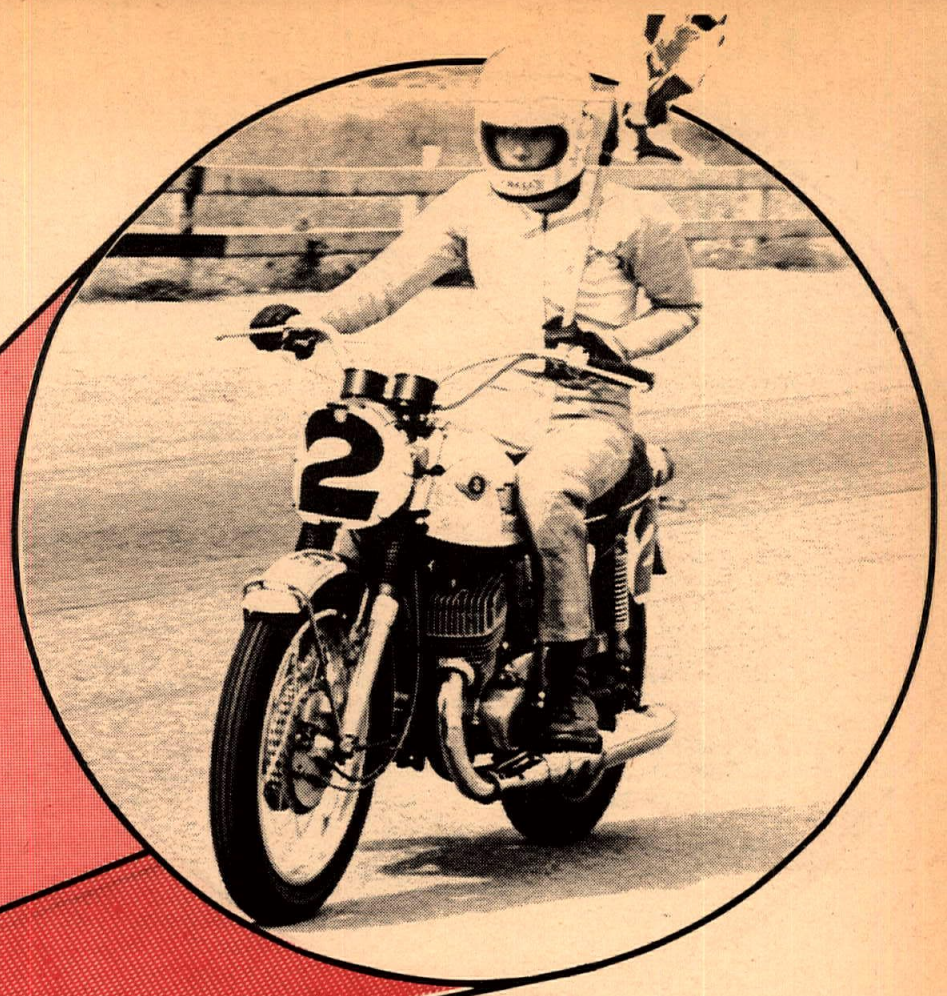

1st OVERALL

Mike Lane - Pat Hynan
Suzuki T-50011 Titan

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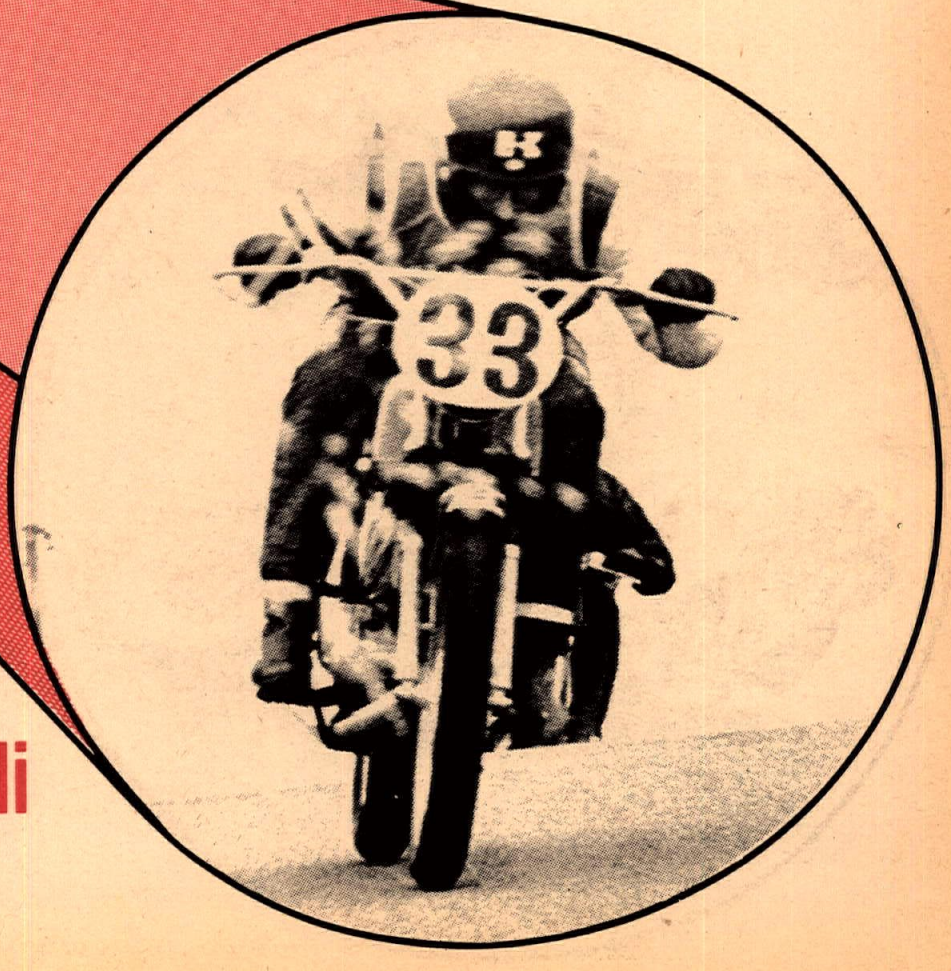

1st 250 Class

Chuck Claydon - Dennis Luzardi
Suzuki T-250 X-6R Hustler

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CMC Night Motocross Fontana

FONTANA, CAL., June 21, 1969—OKAY, so what happened to all you riders on the night of June 21? Spectators doubled the amount of rider entries, but no one was disappointed. Some new faces made the races rather interesting and since absolutely no expert entries were received a few new names walked away with the trophies.

The course did seem a little bit rougher than a couple of weeks ago but most of the riders had it pretty well wired after a few practice laps. Every once in a while one of the ruts and rocks would reach up and grab someone, but everyone came out of it no worse off. A few bent bikes and stiff joints for a few of the guys gave the crowds something to stand up about.

Competition was hot and heavy in the three classes. The 250 class was broken down into 2 divisions to make the show a little longer.

The 125 class was first off the line with #294 B. Smith on a Yamaha taking all three motos easily. Second position ended up in the lap of Sachs mounted #511 G. Lund. Some of the best racing of the evening was for fourth, fifth and sixth positions, they seemed to have a race all of their own going on back there.

The first 250 division was won by #348 G. Spellman on an Ossa with F. Partin, Husqvarna taking second.

The second 250cc division showed #450 J. Fishback, Yamaha tak ng an easy win with #861 J. Huegal, Yamaha settling for second. The first four positions in this event were won by Yamaha.

The 500 class was led by #171 Husky rider L. Burns with another Husky rider #175 R. Dugan taking second.

Now for the really most exciting race seen in a long time at Fontana. An All-Comers Race was offered for anyone of the riders wishing to enter. It looked like Fishback on his 250cc Yamaha had it sewn up to the hilt until the last 15 ft. of the race when Dugan on his 500cc Husky brought the crowd to its feet screaming and cheering in disbelief as he zipped past Fishback for a neck and neck finish with Dugan about a half bike length in front for the checkered flag. What a way to finish the evening! So come on all you daring motocross people. The spectators are yelling for you to come on out and put on a show. The more entries the better the racing.

The CMC puts on a well organized event and they give some good looking trophies too. Watch for the date of the next event in the Calendar of Events and don't forget the CMC Grand Prix on the 6th of July. Look for information on this event in the paper. See you at the next race.

(Results on page 21)

Huntington Beach TT Scrambles

By Al Snow

HUNTINGTON BEACH, CAL. June 22—Tired of fighting that traffic on Sunday evenings? More riders are racing Huntington Beach and leaving the driving to someone else. With more riders at each race, the competition is getting keener.

After a fine wheelie demo, Gary Wells, a regular from Vegas, blew his Bridgestone on the 4th lap of the 100cc Main and his compadre Mike North, another 12-year-old could only grab a 10th place after both had copped their heats. Gary had entered the same machine in the 125 class and even after missing the 3rd moto was still able to hold onto 5th place in points.

Since the track believes in equal-opportunity, the 100cc Experts had a family duel. The Longs, Claude, Eulene, and Hondo (that's the young generation), finished 3rd, 4th, and 5th in that order. The rest of the family entered 100cc Novice class.

The 125cc Novice is making David Boydstun fight harder each week. Today the pressure came from Dick Sweaney and Rober Osborn.

After the bad luck with his 100, Gary Wells came back with the 175cc Twin Bridgestone to take that class. Harold Bradley, on a hot Honda grabbed 1st place in the 2nd moto from Gary, keeping him from a perfect win.

250cc Novice, again the largest class of the day, had Dick Gann pushing his Taco for 1st place in the Main after a 2nd in his heat. Dean Butterfield grabbed 2nd place from Dan Jones after they placed 1st & 2nd in their heat.

Bill Uhl and Lance Vallery put on a battle of the Buls in the 250 Am.-Ex. Main with Bill finally edging out Lance before the checkered flag.

After a bad start, Tom Shumard captured the 2nd and 3rd motos with 5th place in the 1st moto and edging John Garrish out by 27 points. Yes, Tom it is for real. Last race, on June 8th, This writer made an error in listing Tom as winner of the 350 class when Bill Mc Dowell actually took it in points. So you can pick up ypur trophy for this one, Tom.

Mike Chamberlain, that 500cc champ, did it today with 3-of-a-kind and Tom Shumard, coming out of the 350's to follow Mike with 3-of-a-kind in 2nd place, leaving the rest of the pack to pick up the leftovers, which Don Williams, Wayne Rutledge and Jerry Thomason were glad to take the next 3 places.

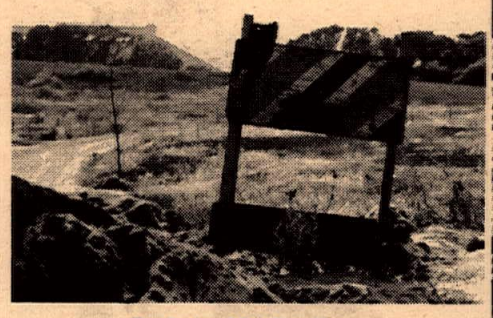
The 650-Open appeared to be sewed-up by Mike Van Aiker with two 1sts until his Triumph refused to fire in the 3rd moto. Jim Peterson took the treasured spot on the last race but was edged out of the trophy by Jim Goldsmith's steady 2nd place in all three motos.

Put an X on July 6th for the big 25-lap Firecracker Grand Prix at Huntington Beach with cash, prizes, and 3-foot trophies by classes.

(Results on page 21)

Alternate Roots

Above, this Herald photo, obviously taken from a rowboat, shows El Segundo in January. Below, fresh ocean breezes waft across the hyperion plant before refreshing this coastal city.



By Leon MacDouffe

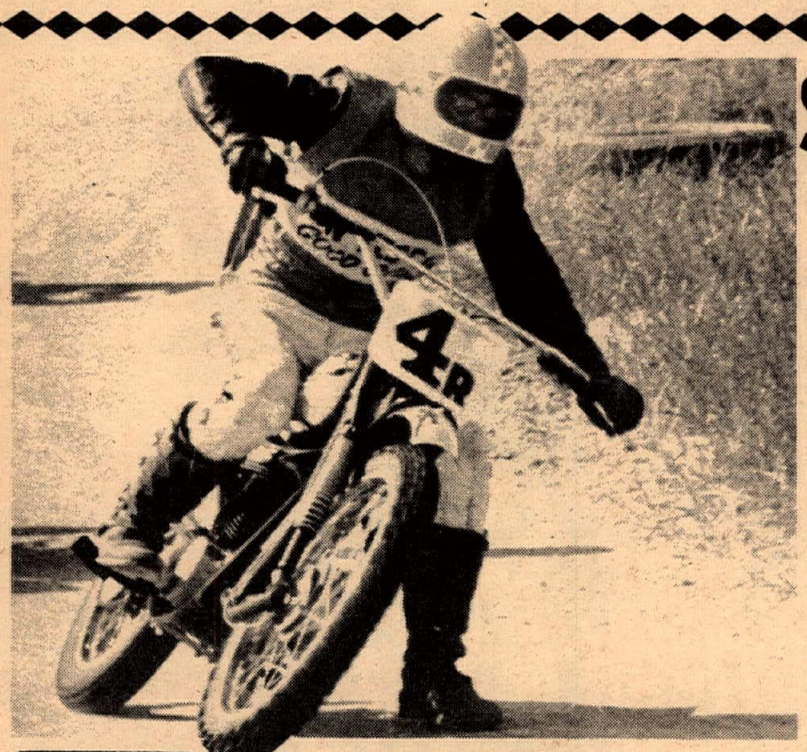
We got kicked out of our apartment today, Denise and I. The landlord found out about the pig we kept for a pet. We tried to point out he had said no dogs or cats but hadn't mentioned pigs but he said take your Matchless and your motorcycle posters and get out. Denise said his walls would probably fall down when we took down our picture of L.B.J. on a chopper and it would serve him right.

We rolled all the posters up in a tight bundle, left the turtles with a friendly neighbor, and set out house-hunting. We let the pig run along on his leash and I stayed in low or second gear most of the way.

We have always wanted to live in a real resort town so we scooted over El Segundo way. One of my child bride's weird friends said this little beach town really swings and is worth a detour. Maybe we were there in an off season because we didn't hardly see a soul. Except that policeman who stopped us right in front of the town's biggest newspaper, the El Segundo Herald. He was riding a customized three-wheeler with a snazzy black and white paint job but didn't seem to care much for motorcycles. Or pigs. "Whizzer" is our little pig's name and he circled the policeman warily when he walked up. The leash got all tangled up and this didn't seem to improve the humor of the man in blue. He asked us all sorts of questions and when he seemed to be through we asked him one. "No," he answered, "I don't know of any apartments to rent in El Segundo. Try Manhattan Beach."

The kind lady editor of the Herald couldn't help us either. She did mention that the building we were in had been the home of the Herald for sixty years and was one of the original buildings of old El Segundo. She couldn't steer us to any resort type facilities and we were just turning to leave the ancient frame building when a loud crash reminded us Whizzer was outside by himself. He loves ice cream and someone had dropped a vanilla cone in the gutter a few yards from the end of his nose. He had tugged and pulled until he upset the Matchless and was slowly dragging it toward the melting cone. I picked up the machine and Denise hoisted Whizzer on the back seat between us and we rode off in a cloud of embarassment. We tried to act nonchalant but Whizzer made a futile grab at the ice cream as we passed it and almost upset us. Seems like everytime we leave someplace we sort of wobble away from it.

We toured the exciting industrial district and saw the fantastic oil storage tanks but the piece de resistance was the ever-busy hyperion plant. We stood on a hill and felt the breeze blowing across the scenic machinery and watched the sun set into the Pacific. It was romantic as hell. El Segundo, we salute you!



SACHS WINS

Mesa TT — 6/15/69
200cc Expert Class
1st J. McGuire — Sachs
100's Hare Scrambles — 6/15/69
Trailbike Class
1st Novice Allen Lund — Sachs
ACA Motocross — 6/15/69
125cc Senior Class
1st Mike Runyard — Sachs
CMC Motocross — 6/15/69
125cc Jr. Div. 1
1st Bruce Baron — Sachs
Perris Rough Scrambles — 6/15/69
125cc Am/Ex. Moto
1st John Rice — Sachs

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SCRAMBLIN AROUND

By Maureen Lee

We don't know why, but Lady Luck has sure been frowning on the Dirt Diggers lately. First, after getting out their advertising etc. on their grass track scrambles, that land was pulled out from under them at the last minute. So the next thing was to set up their scrambles at Hopetown, just as they did last year. Everything was set once again, posters went out, entries started coming in (to date over 300) and now once again, wham! The management has made such excessive demands that there is no way the race can be thrown there, so that location for their June 28-29th scrambles is done for.

All any District club hopes for in throwing a sporting event is to break even on expenses and if lucky, have enough money left over to buy a dinner or some other kind of treat for each member and his family. In this case, the Diggers would be down the drain before they even started. A big event like the Diggers throw means some of their members even have to take days off from work to attend to all the details such as permits, licenses etc. So if the powers-that-be think they've got a bunch of slaves to put up all the money, do all the work while they sit back and collect the proceeds, they've got another thing coming!

There is also a definite feeling that a professional promoter is trying to bust up the Dirt Digger – Corriganville relationship. We don't want to sound like a rumor-monger, but the fact is there. Happily though, there is such a thing as "pioneer rights" and the Dirt Diggers have every intention of invoking them if necessary. This means that no sanctioned event can be held there for one solid year. A couple of years ago a land owner tried to shut-out the club which had built the track on his land and done the development of it etc. while leasing the land from him. After finding out about the "pioneer rights" and that no sanctions would be issued the owner continued to receive his percentage from the sponsoring club and gave up trying to be the queen bee.

So now this is the way things stand. The Hopetown location is off, but the Diggers have a new one, down by San Clemente and just off the San Diego Freeway. Directions will be in ads and new posters (the third lot the club has had to cough up money for). The race will continue as expected, and there'll be a couple of surprises too.

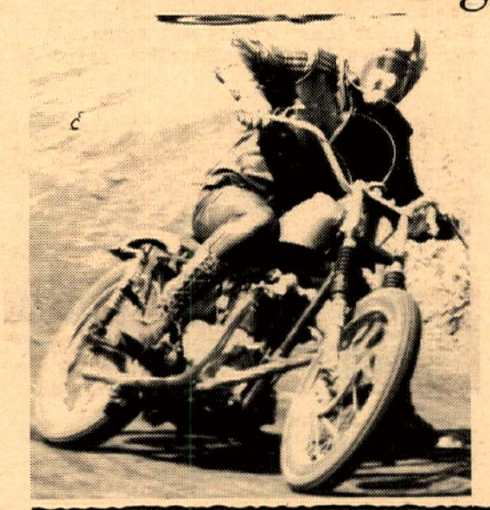
American Eagle is bringing over from England Dave Smith and Ray Jordan to ride in the 250 and 500 classes, along with displaying their line of machinery. Other manufacturers will also have displays. While personally we're sorry to see the Hopetown location go, we'll back up the club one hundred percent. There comes a time when you've been pushed far enough and this is it. We know too that the Diggers will throw what they've always been famous for, a "quality scrambles."

To round off the column this week we'd like to offer a suggestion that next year, when bidding for calendar dates clubs designate if they are planning on throwing a "TT" scrambles or a "rough" scrambles to prevent some of the confusion we had Sunday over Perris. No club has thrown a rough scrambles in so long that the term "TT" was always used on the printed District calendar to differentiate between desert scrambles such as European and Hare scrambles and our type scrambles. However, the rule book shows there is a difference between a rough and a "TT". Track improvement denotes the difference but the way the rules read you could grade the side of Mount Everest and call it a TT and that's not what most of us know as a TT, right?

We're all for throwing these rough scrambles, back to the good old days and all that, but riders are getting messed up over tire changing or what to expect when they arrive at the track. Perris Valley threw a real good rough scrambles but at the same time there were a few riders who balked and rightly so, at finding out it was a rough scrambles and not a "TT". So we hope a scrambles club brings this up at the Sports Committee so we can all get this straight and prevent further mix-ups.

Mike (17k) Ellis took the Trophy Dash and placed 2nd in the Main at the Oregon Sidewinders June 14th race.

Miss Washington Scrambles



By N. Williams

Despite the Rose Festival in Portland, Oregon the Lucky Spokes race in Brush Prairie, Washington (just 12 min. from Portland) had a turn out of 120 riders and about 650 spectators at the Miss Washington Scrambles.

Vern Perry No. 17w (Tri.) is a retired expert professional rider who just comes out for the fun of sportsman racing nowadays. Vern can still show the boys the way to go and always gets a good scratch on the starting line. If he keeps winning like he has been lately he may make top A.M.A. Sportsman Points this year in the open class.

(Results on page 20)

Inside Perris

By Elaine Jones

Novice Robert Sanders (130) showed the Perris crowd what it is all about Saturday night June 14. Bob had been having his problems the past few weeks so much so that he was unable to keep his bike running through the practice laps and sat the night out with the spectators two weeks ago.

Things were different this week as Bob was armed with his new stock Kawasaki 100cc. The first two heats he gave Bill Dobbs on a Suzuki a good go for his money but just couldn't get him. The third heat turned out different as Bob was not about to follow anybody and won going away. Bob is easy to recognize as he always has a big grin and a helping hand and a father and mother who are just as considerate.

Watching Bob ride is like watching another well liked guy by the name of Richard Sweeney. Bob's dad said Sweeney was his idol and when you watch Bob ride there is no doubt. If he keeps riding like Saturday night it won't be long before the pupil will be after the teacher.

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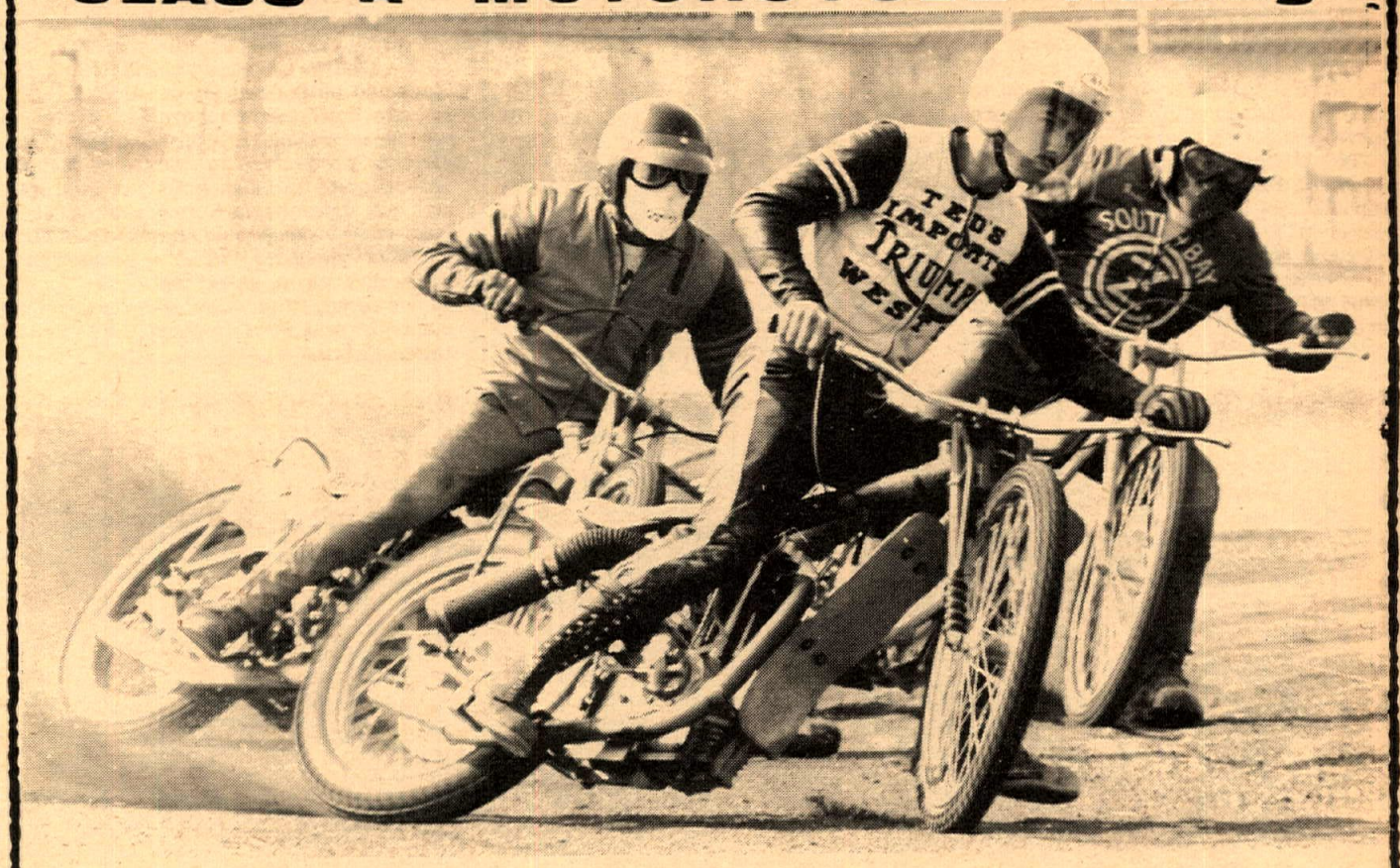

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Gates Open 7:pm start 8:pm

Playground area for the Kids

RESULTS

LUCKY SPOKES SCRAMBLES
Brush Prairie, Wash.
June 15, 1969
By N. Williams

BEGINNERS 100cc
A MAIN
Jim Masure Hon
Roy Pulver Hon
Jim Perry Toh
B MAIN
Rudy Younger Hon
Guy Williams Hon
100cc TROPHY DASH
Bruce Malvaney Suz
A MAIN
Gary Kapus Kaw
Bruce Malvaney Suz
Ricky Graves Bri
B MAIN
Alan Mundt Hod
Jack Mills Kaw
200cc TROPHY DASH
Jim Nichols Kaw
A MAIN
Jim Nichols Kaw
Mark Baker Bul
Billy Lewis Yam
B MAIN
Mike Hannual Yam
Pete Boden Bul
C MAIN
Dick Anderson Bul
250cc TROPHY DASH
Mike Ellis Yam
A MAIN
Mike Gregg Bul
Bob Lindauer Yam
Mike Ellis Yam
B MAIN
Fredolf Johnson Eag
Dick Wall H-D
C MAIN
Kurt Von Hansen R-S
D MAIN
Skip Graham Suz
500cc TROPHY DASH
Dave LeRoque Bul
A MAIN
Joel McNelly Bul
Fredolf Johnson Mai
Jay Lacey Tri
500cc B MAIN
Ralph Hill Tri
Ben Moen Mai
OPEN CLASS TROPHY DASH
Vern Perry Tri
A MAIN
Vern Perry Tri
Bob Lindauer BSA
Mike Gregg Tri
B MAIN
Sully BSA
Jim Ding Tri

SPORTSMAN SCRAMBLES
Clackamas, Ore.
June 14, 1969
By N. Williams

100cc MOTOCROSS
Bruce Malvaney Suz
Allen Mundt Bri
Dennis Fromm Kaw
Rickey Graves Hod
200cc TROPHY DASH
Gary Kapus Kaw
A MAIN
Gary Kapus Kaw
Bob Wright Bul
Jim Nichols Kaw
B MAIN
Homer Chavis Bul
Pete Boden Bul
250cc TROPHY DASH
Mike Ellis Yam
A MAIN
Jay Gordon Bul
Mike Ellis Yam
Bill Donaca Bul
B MAIN
Loren Jolley Bul
George Jones Kaw
500cc TROPHY DASH
Jay Lacey Tri
A MAIN
Dennis Miller Tri
Jay Lacey Tri
Don McShane Suz
B MAIN
Gary Kapus Kaw
Dave LeRoque Bul
OPEN CLASS MOTO
Nick Akins Tri
Bob Lindauer BSA
Don Kendig Nor

CASTLE ROCK TT
Castle Rock, Wash.
June 14, 1969

EXPERT MAIN
Mark Williams Tri
Don McLeod H-D
Ray Carroll Tri
Ike Reed Tri
Greg Morris Tri
Emil Ahola Tri
Sonny Burres Tii
Bob Fievez Nor
Jim Patereau Nor
Dave Clarke H-D
Dick Waller Tri
Jim Jones Tri
AMATEUR MAIN
Bill Elder H-D
Thad Lawrence Kaw
John Bromley H-D
Bill Jackson Tri
Gordy Ochs Tri
Mike Downing Tri
Jim Herschbach Tri
Chuck Gordon Tri
Nick Morris Tri
Bruce Lansciardi Tri
Jim Cayou Tri
Jack Mott Tri
EXPERT DASH
Mark Williams
Greg Morris
Ike Reed
Steve Holton
AMATEUR DASH
Jack Mott
Bill Elder
Bill Jackson
NOVICE MAIN
Monte Montgomery Yam
Mike Gregg Bul
Mark Niccoli H-D
Pat Marinacci Bul
M. Richardson Kaw
Don Noble Hon
Bill Uhl Bul
Dick Wall H-D
Lloyd Gordon Hon
NOVICE DASH
Bill Uhl
Don Noble
Monte Montgomery
Mike Gregg

SACRAMENTO RACEWAY
Sacramento, Cal.
June 14, 1969
By Stephen Rooney Jr.

100cc NOVICE
Chas. McGimsey Suz
Don Bonacci Kaw
Robbie Robinson Suz
125cc NOVICE
Rick Smith Bul
Ray Hinson Mai
125cc AMATEUR
Carl Yerby Suz
Ron Blackmon Hod
200cc NOVICE
Jack Sunderland Oss
Robert Wyman Bul
Lee Rice Bul
200cc AMATEUR
John Green Kaw
Fred McFarland Suz
250 NOVICE
Sam White Hon
Ron Matteri Bul
Wayne Davis Bul
Ralph Simpson Suz
250cc AMATEUR
Jerry Pratt Bul
James Thompson Kaw
250cc EXPERT
Ralph Waldman Tri
Dick Hardmeyer Duc
Allen Lauer Bul
Merril Beidleman Oss
POWDER PUFF
Lynette Gutierrez Suz
Ginger Burrola Bri
"B" MAIN
100 NOVICE
Don Bonacci Kaw
125 NOVICE
Don Williams Kaw
200 NOVICE
Bob Leamer Hon
250 NOVICE
R. Simpson Suz
MINI BIKES
UNDER 15-1/2
Pip Smeedem Rup
OVER 15-1/2
John Green Hon

MOTOCROSS
Desert Hawks M.C.
Carson City, Nev.
June 15, 1969
By Bob Caudle

100cc
C. Clark Duc
Bill Busey Bul
Harry Burris Hon
Chuck Shipman Hod
125cc
J. Barham Yam
Dave Duarte Pen
J. Schmidt Yam
Juan Guzman Yam
200cc
Mike McGowan Bul
John Seher Tri
R. Robinson Bul
250cc "B"
J. Barham Yam
Joe Brody Yam
M. Jessop Yam
B. Jorgensen Bul
Ken Pulver Kaw
Bill Onga Hus
Vern Weldy Hus
250cc "A"
Reynaldo Cortez Oss
Stan Barrett Mon
Robert Haustein C-Z
375cc "B"
Bill Krejei Mon
Roy Tillis Mon
Bob Hansen Hus
Doug Westwood C-Z
Robert Savage Hus
Jeel Cakyne Mai
Bruce Hansen Hus
375cc "A"
J. Pyle C-Z
OPEN "B"
C. Robbins Tri
Fred Rogers Tri
SWEEPSTAKES
"A"
Dave Duarte Pen
"B"
C. Clark Duc

GRAHAM SPEEDWAY
Tacoma, Wash.
June 13, 1969
EXPERT MAIN
Dan Holton Tri
Emil Ahola Tri
Don McLeod H-D
Sonny Burres Tri
Steve Holton Nor
Jim Patereau Nor
Jerry Shirley BSA
Jim Jones Tri
AMATEUR MAIN
Butch Beck H-D
Squire Tomasie Tri
Chuck Gordon Tri
Bryan Shannon BSA
Byron Mayer Suz
Frank Cram Tri
Gary Anderson BSA
Mike Stering BSA
NOVICE MAIN
Ken Barton Bul
Pat Marinacci Bul
Greg Johnston Bul
Gary Brown Hus
Don Noble Hon
Lloyd Gordon Hon
Mark Norman Bul
John Engelcke Yam
Jim Neal Oss
EXPERT DASH
Emil Ahola
Dan Holton
Jim Jones
AMATEUR DASH
Squire Tomasie
Mike Stering
Gary Anderson
NOVICE DASH
Ken Barton
Greg Johnston
Pat Marinacci

JORGENSON MEMORIAL SCRAMBLES
Great Falls, Mont.
June 8, 1969
By Charlie Rossell

125cc MOTO
Ed Virotsko Bul
Jack Fauth Hod
Timmy Sack Kaw
250cc MOTO
Ed Virostko Bul
Jim Slack Kaw
Mike Weatherall Bul
OPEN MOTO
Jim Slack Mai
Jim Klemencic Tri
Dan Rankin BSA
OPEN
Troy Jorgenson
Ed Virotski Bul
Jim Slack Mai
Mike Weatherall Bul

ACA MOTOCROSS
Saddleback Park, Calif.
June 22, 1969

100c SPORTSMAN
Don Emler Suz
Steve Goldberg Hod
Bruce McDougal Hod
125cc SPORTSMAN
Bruce Baron Sac
Richard Foshay Sac
Rod Morrison Bul
175cc SPORTSMAN
Jerry Young Kaw
250cc SPORTSMAN
Bill Gomen CZ
Greg Schweers Bul
Bruce Baron CZ
350cc SPORTSMAN
Jerry Blalock Bul
500cc SPORTSMAN
Carl Cotton Hus
Sam Jones Hus
Larry Geese Hus
OPEN SPORTSMAN
Jack Kell R-M
Wally Gordon Tri
125cc SENIOR
Mike Runyard Sac
Jeff Creager Yam
Tom Rpp Bul
250cc SENIOR
Jim Wilson Gre
Gary Bailey Gre
Tom Rapp Bul
500cc SENIOR
Jim Wilson Gre
Tim Hart Mon
Walt Axthelm Met

SIDEWINDERS TT
Clackamas, Ore.
June 13, 1969
By J. Lacey

NOV. TROPHY DASH
Jake Jones Yam
FIRST HEAT
Mike Richardson Kaw
SECOND HEAT
Bill Uhl Bul
NOV. MAIN EVENT
Mike Gregg Bul
Jake Jones Yam
Bill Uhl Bul
AM. TROPHY DASH
Bill Elder H-D
FIRST HEAT
Bill Elder H-D
SECOND HEAT
Jack Mott BSA
AM. MAIN EVENT
Bill Elder H-D
Mike Downing Tri
Jim Herschbach Tri
Jesse Rodriguez -
EX. TROPHY DASH
Ross Robert Tri
FIRST HEAT
Mark Williams Tri
SECOND HEAT
Jimmy Smith Tri
EX. MAIN EVENT
Mark Williams Tri
Ray Carroll Tri
T.L. Hoglan Tri

MINI-BIKE RACES
Saddleback Park, Cal.
June 15, 1969
By Ray Cooper

6-8 YRS. 3 H.P.
Clay White (won all 3)
David Lamb
Roland Pinnell
9-11 YRS. 3 H.P.
Mark Petterson
(1st, 3rd, 3rd)
Kevin Fifield
Don Miller
12-14 YRS. 3 H.P.
Bruce Pinhall (won all 3)
Scott Doornboss
Ed Newcomb
6-8 YRS. 5 H.P.
Rodney Sibley (won all 3)
Jeff Ward
Devin Sollender
12-14 YRS. 5 H.P.
Ed Newcomb
(1st, 2nd, 1st)
Don McClemans
Jeff Pherson
14 & OVER 7 & OVER H.P
Greg Kearney
(4th, 1st & 4th)
Dave Van Horn
Don Wright
9-11 YRS. 7 & OVER H.P.
Bill Stone (won all 3)
Gordon Whitford
FATHERS DAY RACE
WINNER: Ray Cooper
TROPHY DASH
WINNER: Greg Kearney

ELSINORE TT
Elsinore, Cal.
June 14, 1969

100 NOV.-1 MAIN
S. Sivadge Suz
D. Daigh Suz
D. Tudor Had
S. Willoughby Yam
100 NOV.-2 MAIN
G. Wickam Suz
J. Hoffard Suz
E. Barnes Yam
D. Remp Yam
125 NOV.
L. Chapple Yam
E.J. Steffen Yam
R. Mac Ewen Yam
250 NOV.
M. Hannon Bul
M. Hagoski Oss
B. Savage Yam
350 NOV.
W. La Courte Hon
T. Shumard BSA
B. Smith BSA
500 NOV.
D. Luna BSA
A. Smith BSA
M. Porter Mai
OPEN NOV.
H.L. Smith BSA
D. Templeton Mai
R. Gind Duc
100 EX.
R. Powell Kaw
G. Wickam Suz
T. McKee Hod
250 EX.
V. Honnan Kaw
E. Shinault Hus
T. Gayle Hus
500 EX.
M. Porter Mai
OPEN EX.
T. Simpson Ric
T. LaFortune Tri
EX.
T. Simpson Ric
T. LaFortune Tri
SWEEPS
Vic Hannon Kaw
200 NOV.
T. Gillett Bul
G. Acker Hon
S. Willoughby Tri

SACRAMENTO TRIALS, P.I.T.S. Auburn, Calif.
June 22, 1969
By Harry Grable

EXPERT
Paul Olliges Bul
John Grouse Bul
Frank Johnson Gre
AMATEUR
Lee Kohee Bul
Jim Svenson Cot
B. Stockwell Bul
NOVICE
Carl Brodger Gre
Dean Manley Bul
Ron Wisdom Mon

SIDEWINDERS SPORTSMAN SCRAMBLES
Clackamas, Ore.
June 14, 1969
By J. Lacey

A-MAIN MOTOCROSS
Bruce Malvaney Suz
Allan Mundt Bri
Dennis Fromm Kaw
Ricky Graves Hod
200cc TROPHY DASH
Gary Kapus Kaw
A MAIN
Gary Kapus Kaw
Bob Wright Bul
Jim Nichols Kaw
Keith Forsythe Kaw
B MAIN
Homer Chavis Bul
Pete Boden Bul
250cc TROPHY DASH
Mike Ellis Yam
A MAIN
Jay Gordon Bul
Mike Ellis Yam
Bill Donaca Bul
Dale Hixson Yam
B MAIN
Loren Tulley Bul
George Jones Kaw
500cc TROPHY DASH
Jay Lacey Tri
A MAIN
Dennis Miller Tri
Jay Lacey Tri
Don McShane Suz
Doc Harmon Hon
B MAIN
Gary Kapus Kaw
Dave LeRoque Bul
A-MAIN MOTOCROSS
Nick Akins Tri
Bob Lindauer BSA
Don Kendig Nor

HUNTINGTON BEACH CYCLE PARK TT
Huntington Beach, Cal.
June 22, 1969

100 NOV. MAIN
Greg Wicham Suz
Barry Sulkin Hon
Bob Saunders Kaw
Tim Beason Bri
Bill Hart Kaw
Richard Ray Kaw
100 EX. MOTO
Wayne Hosaka Hod
Richard Sweaney Kaw
Claude Long Hod
Eulene Long Hod
Hondo Long Yam
125 NOV. MOTO
David Boydstun Yam
Richard Sweaney Kaw
Roger Osborn Yam
Donal Leal Yam
Gary Wlls Bri
Randy Avellan Yam
175 NOV. MOTO
Gary Wells Bri
Harold Bradley Hon
Graig Everhart Oss
Bill Rychlik Kaw
Rich Taberoff Hon
250 NOV. MAIN
Richard Gan Bul
Dean Butterfield Yam
Dan Jones Yam
Arthur Carter Bul
Kim Haines Bul
Dick Wallace Kaw
Carrol Heiland Yam
250 AM-Ex. MAIN
Bill Uhl Bul
Lance Vallery Bul
Larry Collie Kaw
Mike Toussau Kaw
Jim Peterson Kaw
Vick Hannan Kaw
350 NOV. MOTO
Tom Shumard BSA
John Garrish Bul
Dan Headrick Suz
Phil Kloer Hon
D. Arrambide Hon
Jim Shipman Hon
500 NOV. MOTO
M. Chamberlain Tri
Tom Shumard BSA
Don Williams Mon
Wayne Rutledge BSA
Jerry Thomason Tri
Ron Moreno Tri
650-OPEN MOTO
Jim Goldsmith Tri
M. Van Aiker Tri
Jim Peterson Tri
Butch Rowland Kaw
Alan Reed Mai
Tom La Fortune Tri

HILLCLIMB
Campbell M.C.
San Jose, Calif.
June 15, 1969

100 NOV.
Fred Guzzi
John Brown
200cc NOV.
Larry Silva
Joe Ponti
Bob Ballenger
250 NOV.
Mel Cunha
James True
Dan Erickson
Albert King
Paul Liebenberg
250 AM.
Ron Little
Manuel Ponti
250 EX.
Al Ponti
350 NOV.
Roger Voyles
Claytnn Catlett
Ron Carpenter
Gary Dillard
500 NOV.
Mel Cunha
Gorden Miller
James True
650 NOV.
Bob Myers
Jim Thompson
Jim Leale
Chris Intravia
Carl Dunivin
650 AM.
Larry Smith
Don Cody
650 EX.
Albert Ponti
Dick Bertolucci

AMA 15-MILE
NATIONAL CHAMP.
MINI-ROAD RACE
Carnegie, Pa.
June 22, 1969

Cal Rayborn	H-D
Roger Reiman	H-D
Gary Nixon	Tri
Mark Brelsford	H-D
Gene Romero	Tri
Fred Nix	H-D
C. Palmgren	Tri
Eddie Wirth	BSA
Dan Haaby	H-D
Bob Sholly	Tri
Bill Sholly	Tri
Mert Lawwill	H-D
Walt Fulton	H-D
Al Urich	---
George Kunha	Tri
N. Robinson	Yam
Ron Grant	Suz
Dusty Coppage	Tri
Art Baumann	Suz
AMATEUR CLASS	
Gordon Razee	Tri
M. Sponseller	Tri
Dve Bloom	Yam
Jim Adams	Tri
Larry Koup	Bsa
Ed Sensenig	Tri
Bob Robinson	Nor
Stan Schick	Tri
John Lysight	Tri
Ken Brunswick	Tri

CMC NIGHT MOTOCROSS
Fontana Raceway
June 21, 1969

125cc CLASS	
B. Smith	Yam
G. Lund	Sac
J. Mallett	Sac
D. Garber	Sac
250cc CLASS (Div. I)	
G. Spellman	Oss
F. Partin	Hus
B. Harris	Hus
D. Ortega	A/E
250cc CLASS (Div. II)	
J. Fishback	Yam
J. Huegal	Yam
G. Luther	Yam
T. Crosley	Yam
500cc CLASS	
L. Burns	Hus
R. Dugan	Hus
E. Abbout	Mai
B. Jones	Gre
B. Harris	Hus
ALL-COMERS RACE	
R. Dugan	Hus
J. Fishback	Yam
G. Luther	Yam
E. Abbott	Mai
G. Spellman	Oss
J. Huegal	Yam

WHITEMAN STADIUM
Pacoima, Calif.
June 21, 1969
By Mike Capelite

TROPHY DASH	
Steve Bast	Jaw
Rick Woods	Jaw
Greg Haserot	Jaw
Sonny Nutter	Jaw
MATCH RACE	
Sammy Tanner	JAP
Cec Platt	Jaw
C MAIN	
Greg Haserot	Jaw
Jack O'Brien	Jaw
Cec Platt	Jaw
Paul Conserriere	Jaw
B MAIN	
Jim Gresham	JAP
Norm Elledge	JAP
Stu Morley	JAP
L. Heinselman	Jaw
A MAIN	
John Carter	Jaw
Sonny Nutter	Jaw
Rick Woods	Jaw
Steve Bast	Jaw

SO. CAL M.C. HARE
SCRAMBLES
Red Rock Canyon, Cal.
June 22, 1969
By Dick Wright

Mike Patrick	250 Ex	Yam
Phil Bowers	250 Ex	Yam
James Martino	500 Ex	Hus
Gary Griffin	250 Ex	Bul
George Zuber	250 Ex	Yam
Tom Muto	250 Ex	Hus
Larry Mulock	250 Am	Yam
Gary Preston	250 Ex	Bul
Duffy Hambleton	Op Am	Tri
Jim McClurg	250 Am	Yam
Barry Bubar	Op Nv	Tri
100cc		
Terry Clark	Ex	Hod
Jeff Wright	Ex	SS-H
Ken Buckspan	Am	SS-H
Gene Cannady	Ex	Sac
Jack Froelich	Ex	Bul
Wes Anderson Jr.	Ex	H-D
Allen Pepple	Am	Hod
Jim Warner	Am	Sac
Milt Krause	Nov	Sac
Don Eide	Am	Hod

AMA MOTOCROSS
Santa Maria Speedway
LOMPOC SLO-POKES
June 22, 1969

100cc JR.	
Robert Fortier	Hod
T. Stockstill	Sac
M. Urquibi	Hod
Tom Bradshaw	Sac
Tim Aguilar	Hon
100cc SR.	
101 to 125 SR.	
Richard Allen	Yam
David Worth	Yam
Tom Davis	Sac
John Denton	Yam
L. De La Rosa	Sac
101 to 125 JR.	
Mike David	Sac
Kermit Knofler	Yam
Jim Crook	Sac
Michael McQuin	Sac
Allen Griswold	Sac
Richard Garcia	Kaw
POWDER PUFF	
Carol Davis	Sac
Wendy Littell	Yam
126 to 250 JR.	
Phil Jacobson	Kaw
Mike Spier	Kaw
Al Davis	Suz
Milton Hayes	Hus
Wes Evans	Bul
Steve Littell	Yam
126 to 250 SR.	
John McCoy	Bul
C. Strohmenger	Kaw
Billy Woods	Bul
Woody Wilson	Mai
Francis Parks	Suz
251 to 375 JR.	
Dixie Sanders	Bul
Dillon Cook	Mai
Harvey Wynne	Mai
David Smead	Hus
C. La Pointe	Mai
376 to OPEN JR.	
John Shaffer	BSA
Jackson Wilson	BSA
Stanley Lapp	BSA
251 to 375 SR.	
Bill Oliver	Mai
Cal Bottum	Mai
John Fraser	Mon
Ed Taylor	Mai
Mike Spangler	Mai

ASCOT PARK
HALF-MILE
Gardena, Calif.
June 20, 1969
By Carol Sims

15-LAP EXPERT MAIN	
Dave Smith	Nor
Shorty Seabourne	BSA
P. Conserriere	H-D
Mel Lacher	H-D
Lloyd Houchins	H-D
Ron Kruseman	BSA
Geezer Emick	BSA
D. Christopher	Tri
Bruce Andersen	Tri
Tim Harris	BSA
Time: 5:48.84	
10-LAP AMATEUR	
Terry Donaher	Vel
Don Dudek	Tri
Wayne Hosaka	BSA
Keith Mashburn	Yam
Bob Fulton	H-D
Rory Randall	Tri
Ron Spillman	Tri
Randy Smith	H-D
Time: 4:00.33	
8-LAP NOVICE MAIN	
Freddie Edwards	Yam
Don Emde	Suz
John Hateley	Suz
Rick Talbot	H-D
Ted Longwith	Kaw
Guy Smith	Suz
Bill Morgan	Kaw
Bill Ewell	Bul
Dennis Palmgren	Yam
Milan Vickers	Kaw
Time; 3:15.66	
3-LAP EXPERT T.D.	
Mel Lacher	H-D
Lloyd Houchins	BSA
Terry Donaher	Vel
Shorty Seabourne	BSA
Time: 1:12.14	

SCRAMBLES M.C.
ROUGH SCRAMBLES
Bay Mare, 6-22-69
By Maureen Lee

50cc & POSDER PUFF	
Jay Lewis	Yam
Diane Connolly	Hod
Ginny Bird	Pen
Mary Harnisch	Hod
100cc NOVICE	
S. Armstrong	Hod
Bob Hosford	Yam
J. Schroeder	Sac
100cc AM-EX.	
Ron Powell	---
Troy NcKee	---
Steve Nichols	Yam
125cc COMB	
John Rice	Sac
Chuck Berry	Pen
Burt Severy	---
175-200cc	
Craig Cove	Moj
Don Crook	Yam
250cc NOVICE	
W. Payne	Mon
Steve Bibb	Yam
Chet Burt	Bul
Norm Walk	Bul
250cc AMATEUR	
Danny Carleton	Oss
Larry Taylor	Bul
Steve Bast	Mai
350-500 NOVICE	
Craig Cove	Moj
Rodger Flaming	Mai
Chuck Eterline	Hon
500 AM-EX.	
Mike Bast	Mai
Steve Bast	Hus
Jim Connolly	Gre
OPEN COMBINED	
Ron Rondell	Met
Fred Jamison	Tri
Dean Meyer	---

TROJAN SPEEDWAY
South Gate, Calif.
June 19, 1969
By Jerry Greer

100TT MAIN	
Paul Wilde	Yam
Gary Scott	Cim
Jack Morgan	HOd
Steve Italiano	Yam
125 TT MAIN	
Paul Wilde	Yam
Bob Young	Yam
Byron Spinks	Yam
S. Goldberg	Pen
250 TT MAIN	
L. Stumpenhaus	Bul
Willie Hockie	Oss
Irwin Moon	Bul
Dana Thompson	Bul
100/125 FLATTRACK	
Gary Scott	Cim
Bryon Spinks	Yam
Jim Tbler	Hod
Dana Thompson	Suz
250 FLATTRACK MAIN	
Phil Moon	Bul
Willie Hockie	Oss
Terry Greer	Bul
Don Cook	Bul

SACRAMENTO RACEWAY
Sacramento, Cal.
June 21, 1969
By Stephen Rooney

100cc NOVICE	
Mike Rooney	Bri
Robbie Robinson	Suz
Dennis Kniernan	Kaw
Don Bonacci	Kaw
125 NOVICE	
Ray Hinson	Mai
Richard Smith	Bul
Richard Ward	Yam
100-125cc AM.	
John Grant	M-B
Ron Blackman	Hod
Bill Krantz	Yam
Dell Silva	M-B
200cc NOVICE	
Robert Wyman	Bul
R.Pierre Bares	Tri
Bob Leamer	Hon
Chris Reams	Bul
100 EX/200 AM.	
Fred McFarland	Suz
Jack Driggs	Kaw
Leland Barnes	Hod
Steve Norberg	Yam
250cc NOVICE	
Bill Calicura	Gre
Eric Warner	H-D
Mike Simmons	Kaw
Jerry Spain	Kaw
250cc AMATEUR	
John Green	Kaw
Dave Klein	BSA
T. Christensen	Yam
Paul Minor Jr.	Kaw
250cc EXPERT	
Ralph Waldman	Tri
Milan Vickers	Kaw
Merril Biedleman	Oss
Joe Henry	Oss
MINI BIKES	
UNDER 15-1/2	
John Minor	Hon
Pip Smeeden	Rup
Jerry Silva	Rom
Mike Robinson	Hon
OVER 15-1/2	
Del Silva	Rom
Joe Henry	Hon
Dave Minkler	Hon
Pat Rooney	Hon
SPECIAL PURSUIT RACE	
Lynette Gutierrez	Suz

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TERRAPINS TOUR
Hemet, Calif.
June 13-15, 1969
By Bill Harmer

BIKE JUDGING
0-400 STOCK: 1st M. Wilson, 2nd D. Weiss. MOD. STOCK: 1st R. Nadrasky, 2nd G. Streeter. CUSTOM: 1st B. Cordell, 2nd Ken Keller.

401-999 STOCK: 1st P. Holmes, 2nd T. Hart. MOD. STOCK: 1st G. Lytle, 2nd H. Schlarman. SEMI CUSTOM: 1st G. Jackson, 2nd A. Canales. CUSTOM: 1st Mel Magnet, 2nd S. Fry, Jr.

999 AND OVER STOCK: 1st R. Papaleo, 2nd J. Corcoran. MOD. STOCK: 1st G. Gardner, 2nd C. Robbins. SEMI CUSTOM: 1st L. Jordan, 2nd O. Poterfield. CUSTOM: 1st A. White, 2nd H. Moehringer.

MOST UNIQUE BIKE: K. Collins, 2nd D. Ross

Largest Club award went to Tri-City which was the Perpetual Trophy donated by Doc Wright. (This is a six years Perpetual Trophy), 2nd Road Cruisers.

BEST DRESSED CONTEST: 1st Tri-City, 2nd Singing Wheels, 3rd Mary's Men.

MALE IN CLUB UNIFORM: R. Mc Cullough, FEAMLE IN CLUB UNIFORM: A. Carpenter, COUPLE IN CLUB UNIFROM: Mr. & Mrs. Butzin, MALE OUTRIDER OUTFIT: L. Moehringer, FEMALE OUTRIDER OUTFIT: C. Feliz. BEST APPEARING CLUB IN PARADE: Pacific Coasters, LONG DISTANCE CLUB: Valleymen from Reseda, Calif. LONG DISTANCE RIDER: Eric Lurich from Chicago, Illinois, 2nd Bill Vining from Albuquerque, New Mexico.

FIRST MAIL ENTRY: J. Pinkerton, beauty contest; connie Brock, DANCE CONTEST: Jitterbug–Art Powell and Juanita Atkins, OLDEST PASSENGER: Hettie Mitchell (79 years).

TRI-CITY MC
HARBOR DAYS TOUR
June 1, 1969
By Billie K. Sager

POKER: 1st Billie K. Sager, 2nd Guenter Doepke, 3rd Jack Kisner, 4th Ruth Clark, 5th Laura Davis; SIGN-IN: 1st Joseph Cullum, MAIL-IN ENTRY: 1st Ray Sellers; NAIL DRIVER (Passenger), 1st Billie K. Sager, 2nd Becky Meyers, NAIL DRIVER (Rider): 1st Joseph Cullum, 2nd Bob Neiderman; SLOW RACE 0 to 350cc: 1st Guenter Doepke, 2nd Tim Motl; SLOW RACE 351 to 650cc: 1st Ken Ferguson, 2nd Harry Watkins, SLOW RACE 651 and up: 1st Jimmy Knight, 2nd Dave Beck: SLOW RACE (passenger riding backwards, 0 to 350cc): 1st Nancy White, 2nd Leonare Chase, SLOW RACE (pass. riding backwards, 351 to 650cc): 1st Doug Christianson, 2nd Gabe Palmer, 651 & up cc: 1st Dave Beck, 2nd Chas. Mekeithen; BEST DRESSED OUTRIDER COUPLE: Laurie & Gail Rutledge; BEST DRESSED CLUB: Pacific Coasters M/C; LARGEST CLUB: Road Cruisers M/C.

SPEEDWAY
Orange CO. Fairgrounds
June 20, 1969
By Mike Capalite

FIRST MATCH RACE	
Rick Woods	Jaw
Sonny Nutter	Jaw
CHALLENGE MATCH	
Rick Woods	Jaw
Cec Platt	Jaw
CLASS B MAIN	
Swede Savage	Jaw
Jim Ashworth	Jaw
L. Earhart	Jap
Dick Arandt	Jap
SCRATCH MAIN	
Sonny Nutter	Jaw
Rick Woods	Jaw
Norm Elledge	Jap
Stevve Bast	Jaw
HANDICAP MAIN	
Bill Cody	Jaw
Steve Bast	Jaw
Mike Konle	Jaw
Sonny Nutter	Jaw
Eric Olsen	Jap
Terry Graham	Jap

ORANGE COUNTY TT
AND FLAT TRACK
El Toro, Cal.
June 18, 1969

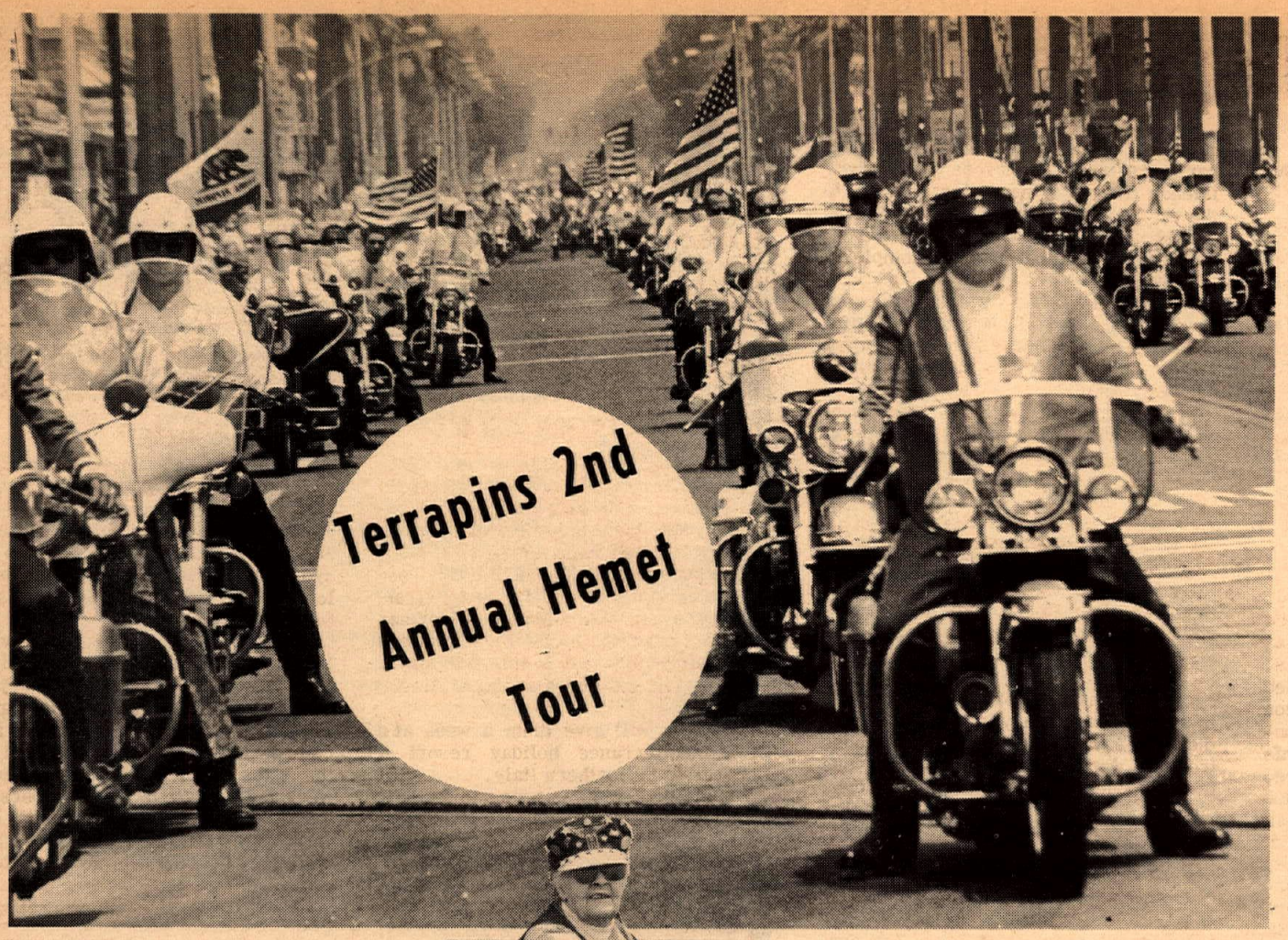
125 TT TD	
R. Vanderpool	Yam
125 TT MAIN	
Ray Vanderpool	Yam
Loran Chapple	Yam
Carroll Heiland	Yam
Jimmy Raymond	Mai
Robby Purcupile	Yam
Scott Autrey	Hod
Peter Haas	Suz
Doug McIntyre	Suz
Jim Shipman	Kaw
250 TT TD	
Ray Vanderpool	Bul
250 TT MAIN	
Ray Vanderpool	Bul
Jimmy Raymond	Mon
Bob Prior	Bul
Ronnie Cardiel	Kaw
Wes Lobo	Gre
Mike Hannon	Bul
Dean Butterfield	Yam
Gary Lane	Bul
Doug Perrault	Kaw
OPTEN TT TD	
Jimmy Peterson	Tri
OPEN MAIN	
Jimmy Peterson	Tri
Al Smith	BSA
Gary Nord	BSA
Perry Armstrong	Tri
Sandy Robertson	BSA
Roy Jarrett	BSA
John Potter	BSA
Jerry Foreman	Hus
Glen Apling	Tri
Don Williams	Mon
Richard Musser	Mon
SHORT TRACK	
125 ST TD	
Ray Vanderpool	Yam
125 ST MAIN	
Ray Vanderpool	Yam
Carl Byers	Hod
Ron Taylor	Yam
Kevin Stafford	Hod
Carroll Heiland	Yam
Mark Kruse	Kaw
250 ST TD	
Mike Toussau	Kaw
250 ST MAIN	
Tom Vardeman	Bul
Mike Toussau	Kaw
Jim Peterson	Kaw
Mark Kruse	Duc
Rick Talbot	Hod
Jim Raymond	Mon

CMC GOLDEN STATE
SERIES FINAL
POINT STANDINGS

		pts.
125cc JR. CLASS		
B. Baron	Sac	35
B. Vacca	Bul	22
B. Urban	Bul	14
T. Shumate	-	13
E. Crippa	-	13
J. Boldt	-	13
125cc EXPERT CLASS		
T. Rapp	Bul	31
G. Bailey	Pen	20
B. Silverthorn	Pen	17
M. Runyard	Sac	11
P. Petty	Sac	11
S. Ellsworth	-	6
250cc EXPERT CLASS		
G. Bailey	Gre	35
B. Silverthorn	Hus	31
J. Wilson	Gre	18
T. Hart	Mon	18
C. Hollenbeck	-	8
M. Blackwell	CZ	7
250cc JUNIOR CLASS		
G. Harris	Hus	30
J. West	Hus	24
C. Lunde	CZ	22
J. Harber	Gre	19
M. Pera	CZ	15
B. Baron	CZ	15
500cc EXPERT CLASS		
T. Hart	Mon	26
G. Bailey	Gre	24
J. Wilson	Gre	23
C. Minert	BSA	14
G. Jones	BSA	7
500cc JUNIOR CLASS		
P. Harber	Gre	32
J. Goldberg	Hus	13
M. Harrison	-	11
S. Jones	-	10
J. Fitzgerald	-	10
B. Campbell	-	10
D. Mardon	-	9
R. Bunn	-	9

500 MILE NATIONAL
CHAMPIONSHIP
GREENHORN ENDURO
Pasadena M.C.
May 31-June 1, 1969

OVERALL	
Paul Hunt	H-D
Dean Goldsmith	H-D
Bob Steffan	H-D
Buck Smith	Tri
Dave Ekins	H-D
SWEEPSTAKES	
Paul Hunt	H-D
A TRAILBIKE	
Dean Goldsmith	H-D
Dave Ekins	H-D
Wes Anderson	H-D
B TRAILBIKE	
Eric Jensen	Sac
Tom Fee	Sac
Leo Froelich	Sac
A BANTAMWT	
Jack Krisman	H-D
Gene Lindley	---
Bill Messer	---
B BANTAMWT	
J. Bartlett	---
F. Breckenridge	---
Ed Scheidler	---
A LIGHTWEIGHT	
Dave Carrett	----
Tom Muto	----
George Green	---
B LIGHTWEIGHT	
Carl Gordon	---
Bruce Brown	---
John Bailey	---
A MEDIUMWT.	
Bob Steffan	H-D
Cal Bottum	Mai
Dick Dean	Nor
B MEDIUMWT.	
Carl Bisbano	---
Allen Badgley	---
Bob Boyd	---
A HEAVYWGT.	
Gene Burcham	Tri
Buck Smith	Tri
LeRoy Poulin	---
B HEAVYWGT.	
LeRoy Miller	---
Leland McGraw	---
Barry Bubon	---
SIDEHACK	
Mike Parti (P)	Tri
Ed Wade (Pas.)	
Father & Son Team	
Earl & L. Roeseler	
Youngest Finisher	
L. Roeseler (12 years old)	
High Point Team	
Paul Hunt -Dean Golsmith	
Wes Anderson JR.	H-D
Krisman - Dave Ekins	
Bob Steffan	H-D



It was called the most massive parade of its' type.

By Bill Harmer

HEMET, CALIF. June 13–15 – The Terrapins Motorcycle club of San Diego, California hosted some 1100 motorcycle enthusiasts this weekend as they presented their second annual Cycle Tour at the Farmer's Fairground.

President Gabe Palmer had his signin crew on duty Friday evening to take care of the early arrivals who pitched their camps inside the fairgrounds and enjoyed an evening of socializing. There was a crowd.

Terrapins chef Bob Ward started early preparing hundreds of pounds of fried chicken, cole slaw, mashed potatoes and all other extras that go with feeding such a big mob.

79-year-old Hettie Mitchell rode behind her son, Al Williams from Huntington Park, Cal.

At 1:30 p.m. the Hemet Police Dept. rerouted traffic around the main section of town and the Ace of Clubs drill team gave an exhibition of their precision motorcycle drills. They led off the most spectacular motorcycle parade that this writer has ever had the good fortune to observe. Cycles filled the street from curb to curb and held close formation as far as the eye could see, such was the overwhelming number of gleaming machines and glittering riders.

The parade concluded at the fairgrounds where the riders had arranged their camps throughout the acres of beautiful tree shaded lawns. Hundreds of the most beautiful and interesting machines were lined up in groups of their individual classes with proud owners polishing last minute smudges off their bikes.

Willie the Clown rode through the crowd with a bull horn and announced that there would be another Ace of Clubs exhibition and everyone momentarily fortook the judging arena to go watch the spectacular show.

Back at the bike beauty contest we observed many types of motorcycles, club uniforms, couples dressed alike and nattily dressed solos all hoping for one of the more than 150 trophies being offered by the Terrapins M.C. There were old motorcycles and old riders and new bikes and first year riders all homogenized into a happy throng.

One rider, Mr. Glenn L. Orr of San Diego stood closely by his "Mint" 1936 Indian 74" which he had spent a year and a half restoring, and feeling almost certain that he would carry home the trophy for the oldest machine.

A young man on a BMW with high hopes for the Long Distance rider prize was Bill Vining from Sandia Base Army Hospital in Albuquerque, New Mexico but he had heard that there was another rider from Chicago. Bill won the long distance award at the Las Vegas tour just last month.

Maybe Sandra Henry brought this monkey along to start her chopper?

Perhaps the most startling rider to arrive was Sandra Henry of Fallbrook, Calif. who roared into camp on her chopper with a live monkey, dressed in white leathers and helmet, hanging onto the sissy bar and chewing a wad of gum. It is worth going to a motorcycle rally, just to see what Sandy is going to come up with next.

Perhaps a cinch to capture the trophy for the oldest passenger was Hettie Mitchell of Huntington Park who will be 80 years old in November. She rides with her son Al Reynolds and they are active members of The Originals M.C. of Bell Gardens.

One couple who looked like they might have a chance to win a prize were George and Wilma Streeter of Lancaster. Not only were they dressed alike but they rode identical blue and white 350cc 5-port Yamahas, marked "His" and "hers".

And then there was 65-year-old "Pop" Sponsler of Ontario, Calif. who had ambitions of carrying off the oldest rider trophy but was fearful that the same 74 year old rider who beat him out at Las Vegas would also be at Hemet.

Don White of Dana Point, Calif. was lovingly rubbing the highly waxed surface of his customized red and white metal-flake Harley 74". The red and white diamond tufted vinyl and velvet saddle was spotless and the chrome glistened like jewels in the afternoon sunshine but he was not hopeful about his chances as there were many other classy bikes on the line.

The huge Tri-City M.C., nattily uniformed, were arranging themselves in their best formation with high hopes of winning the best dressed club award but nearby the sharply uniformed Singing Wheels M.C. of San Diego was busy with a similar thought in their collective heads. The Mary's Men M.C. of San Diego also were outstanding in their two-tone blue outfits and were standing in contention. Chuck and Becky Byers and their young son, Eric, looked very sharp in their matching Pacific Coasters M.C. uniforms and their friends were trying to talk them into entering the family group judging but with no success.

To know how good a judge your reporter was you'll have to check the official results on page 20, but regardless of who carried home the chromed pot metal, everyone rode home from the Terrapins second Annual Hemet Cycle Tour a winner. They had won new friends and renewed former ones.

(Results on page 20)

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Harbor Days Tour

By Billie K. Sager

SAN DIEGO COUNTY, June 1, 1969– The beginning of this article would have to be classified a tribute, in that the hosting club consists totally of brand new A.M.A. members, who very recently formed their own club in the Camp Pendleton area of Oceanside and just gave a wonderful run on their maiden attempt. This writer has been around the San Diego area for several years, and had club membership the same length of time, but I don't believe another club can boast of such a success on their first event. I tip my lid to the Tri-City M/C for their fine 1st. Annual Harbor Days Tour which started at Boe's Cycle Mart on Hill St. in Oceanside.

The route was literally mapped out in four separate directions, with each route given a color code and to four different groups of entrants. While following one's particular route, everyone passed their friends here and there along the way to the various check points where everyone picked up a single card to compile their poker hand by the time they completed the run. Each card was recorded as it was drawn, and away you went to the next check point. Just about every beautiful back road was utilized during the entire run, and many riders saw places they did not know existed.

Everyone wound up back at Oceanside in a park site on a high hill overlooking the entire area. The aroma of chicken being barbecued on a huge open grill over charcoals brought goosebumps to your taste buds. Tri-City really went all out to have this run remembered well. Nothing was catered at all.

Field events were held in a large parking area at the foot of the hilltop park, and trophies awarded very soon after the last contest was held. By 6 p.m. it was all over and everyone piled on their cycles and headed home very contended to say the least. Many left with more than they came with – and believe me, those trophies were well earned and everyone that got one can be proud of it. Three cheers for Tri-City, and to everyone that helped to make this event such a success. San Diego County riders are turning out for many more events this year than ever before, which in itself speaks clearly for cycle sports. There just can't be a better sport in existence – but then again, we riders are a bit partial. Wheels, leathers, helmets, fresh air and gathering of friends – it's the only way to go.

(Results on page 20)

Carson City Cross

By Bob Caudle

CARSON CITY, NEV. June 15 – Desert Hawks hosted 109 entries from A.M.A. Districts 21, 36, 37 and also the A.F.M sanctioned California Motocross Club for their first motocross of the season. Several clubs were well represented including the High Sierra M.C., Dirt Diggers North and Polka Dots M.C.

The Desert Hawks did a fine job of setting up their course. People actually went out and pulled sagebrush by hand all winter to be able to have this event!

There were ten entries in the 100cc class with Chuck Clark (Duc) taking first on all three motos. Bill Busey (Bul) came from a fourth in the first moto to take two seconds in the remaining ones with Harry Burris (Hon) a strong third. The 100's had a little trouble as the narrow start faced a large, soft hill, but only a few had to push.

The 125's really were fast on this course compared to the 100's. Small bikes are getting real popular in Nevada.

Iron Man Joe Barham (Yam) took a second and two first to get the over-all class win with Dave Duarte (Penton) chasing him every moto and J. Schmidt third.

The 200cc B riders were harassed by an A rider that was handicapped behind the pack on the start. Mike McGowan (Bul) from Placerville, California still was the first one to top the hill at the start and beat his handicap to take first by half a lap every moto. John Seher and R. Robinson chased him as best they could.

With a total of thirty riders in the 250 B class, they ran two fifteen-man heats with the first six transferring straight to the main and everyone else riding the semi. With six riders transferring from the semi to the main, this gave them an eighteen man starting line in the main – plenty for the course. Barham was back again winning the main without any trouble. The Iron Man was pressed hard by Joe Brody and M. Jessop in the first two laps but they fell back in the final lap.

250 A rider Reynaldo Cortez showed everyone just how fast fast is by winning all three motos with spectacular rides. Stan Barrett and Bob Houstein were after him as hard as they could go but all they saw was dust.

The 375 B riders were run the same way as the 250 B's. Overall class winner Bill Krejei fell off his Montesa hard in practice. The ambulance took him in and he had seven stitches put in his elbow. This didnt bother Bill one bit however, he came back to win his heat race and main by a "comfortable" margin and he had to travel in some very fast company!

The 375 A riders and Open B riders were all combined for the last moto. The A riders were all by themselves by the second lap with Joe Pyle (CZ) first A rider in for the brass. Then came Carter Robbins (Tri) and Fred Rogers (Tri) for the B win.

(Results on page 20)

OPERATION SUN RIDE TO BOOST MOTORCYCLE IMAGE

Eight young graduates of the BSA/Triumph Motorcycle Division, all potential executives, left Birmingham on Wednesday, May 21 to take a customer's eye view of Continental touring in a 2,500 mile round trip to Northern Italy. They will be carrying goodwill messages from the city's new Lord Mayor, Alderman Neville Bosworth, to the First Citizens of Birmingham's twin towns – the Mayor of Lyons and the Burgomaster of Frankfurt.

The tour will give them a week at a Club Mediterranee holiday resort at Donoratico in Northern Italy.

Hopefully they have code named their venture "Operation Sun Ride" and by the outward and return journey they aim to emphasis the flexibility, economy and ease of riding two-wheelers to the sun.

Said Roger Ball, 26-year-old leader of the party, from Triumph Engineering, Coventry: "With disciplined riding and careful attention to safety factors, we hope to improve the image of the motor cyclist and bring home the fact that this low cost, individual transport is ideal for touring holidays.

"Two reserve riders will travel pillion and our six machines will include two of the new 750cc three-cylinder models – the Triumph Trident and the BSA Rocket 3. They are bound to arouse considerable interest in cities and camping sites on the Continent. During our week at Donoratico, two members of the party will visit these marques' Italian distributors with these machines to provide an opportunity for local publicity."

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2nd	Doyle Flemming	Penton 125
3rd	Doug Parker	Hodaka 100
4th	Doug Dicken	Yamaha 125

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PROFILE

HELL'S ANGELS WITH A TWIST

By Mary C. Brown
Art by B.E.R. Service

Tucson, Arizona has its own Hell's Angels and they're no slouches when it comes to careening up mountain sides or skimming down ravines.

These fellows call themselves the Golden Age Hell's Angels and each one is over 60 years of age.

I met them when my editor snapped out an order. "Go ride a motorcycle." When you've lived your life as a newspaper reporter, when an editor says "Jump," your immediate response is "How high?" This time it entailed a leap onto the back end of a motorcycle. I did ride a cycle for the first time in my life and I did come back to the office all in one piece. So what if I did all of my work for several days in a standing position?

These chaps are a rugged crew. They go on trips into the mountains around Tucson and even to the Grand Canyon. For a spin around Tucson they head for several undeveloped acres on West Grand Road. There they can spin around at will.

The group's mascot and only woman, Mrs. E. Garland Beach, isn't eligible for regular membership. She's too young.

According to her the area where we did our cycling has every hazard one might run into anywhere. "It's got everything you'd want in an obstacle course," said she.

Mary Brown.

To that I say "Amen". There were dips and gullies, hills and boulders. All I did was hang madly to her husband's midriff for my brief but dramatic fling across the terrain on the seat behind him.

When I got back to terra firma the other members Joseph Fox, George Clark, Melvin Reid, Joel Shechtman, French Speer and William Voelker along with Beach were disappearing down ravines and bouncing back over rises like a bunch of colts.

Reid, who hails from Iowa, tried to persuade this former Minnesotan to try one of the smaller hills on the back of his bike. I should have done it. At least the back seat of his vehicle was headed the right way and I'd have had a bar to hold on to.

To accommodate his own derriere more comfortably, Beach has his seat for an extra passenger turned hind side to. If I'd been holding on to the bar, I'd have been back to back with him and wouldn't have seen where I was headed. Come to think of it that might have been a pretty good idea!

Incidentally, Reid sharpened his cycling abilities early in life as a dispatch rider for GHQ in France during World War I. Fox had a "Big Indian Chief bike" back in 1947 and took up the sport again just a year ago.

Schechtman was over 60 when he bought his first bike and only started riding one about four years ago. Clark, although he rode when he was young, got his bike about three months ago and now is buzzing around like a professional. Voelker, who has been riding about four months, started out on a brand new bike. "It wasn't easy," he grins.

When the Beaches were married a year or so ago he gave her his old bike and got a new one for himself. She hadn't ridden before but is catching on real fast. She's careful to keep the motor vehicle rules for motorcycles in her hip pocket every time she uses the bike.

She goes with the "Hell's Angels" on most of their trips but on some of the more rugged ventures she stays home.

When she doesn't accompany them however her final admonition as they blast off is, "Vaya Con Dios."

John Carter Takes First A Main Win

By Mike Capalite

PACOIMA, CALIF. June 21 – It was a star-studded night at the Whiteman track Saturday night as a full compliment of speedway aces were on hand to do battle for the fans. It was an impressive line-up as it included current highpoint man Steve Bast, California State Champion Sonny Nutter, U.S. Champion Rick Woods, Australian Champion Cec Platt and also present at the track, but not riding was the Argentine speedway champion who explained through his interpreter that he had been unable to have his machine here in time to race this night, but that he will be out next Saturday, so here is a chance for you to see a whole host of speedway champions next Saturday night.

The champions that did ride put on a show that will be talked about for some time as they moved only two men out of the heats into the semi-mains which made it a do-or-die effort for most of the riders which provided the fans with some exciting heat races.

The trophy dash was again Steve Basts' meat as he jumped into the lead at the first corner and kept it while the battle between Woods and Nutter went on behind him. Rick and Sonny were going at it with everything they had when Nutter got into trouble and that was all it took because Greg Haserot was behind them waiting for his chance and he took it to the tune of a third place finish behind Woods and Bast. Steve received the trophy donated by Ron's Bella Capri Restaurant and the kiss from Miss Karyn Draper, the lovely mini-draped trophy girl.

A match race between Sammy Tanner and Cec Platt again saw the champ from down under get beaten at the finish line. Cec and Sam were dead even off the line Cec had taken the coin toss and chose to ride the outside and it proved to be a smart move as this is Sam's favorite portion of the track. Soon it became a see-saw battle as Cec moved back to the inside while Sam was storming around the outer perimeter of the track. It looked like a sure win for Cec as he would take the lead out off every corner when all at once Sam got a fantastic bite as they charged for the checkered flag and he beat the Digger by inches.

The C main was Greg Haserot's from start to finish, but he had Jack O'Brien and Cec Platt on each side and close enough to reach out and touch him, but his advantage came from the fact that Jack and Cec turned it into a duel between themselves instead of challenging the leader and by the time that Jack had pulled ahead of Cec to grab the second slot, it was too late to catch Greg. Paul Conserriere couldn't get a wheel in sideways during the duel as they were taking up the whole track.

The pace picked up as the B main roared off the line with up-and-coming speedway rider Jim Gresham taking the lead, Larry Heinselman right behind him and Stu Morley pushing Larry hard. Larry had the misfortune to leave the gate open on the corner and Stu grabbed the chance and moved into second, but he scarcely had a chance to enjoy it as Norm Elledge came like a bolt out of the blue and took both of them on the inside. By the time they realized that they had been had, it was too late.

John Carter, Norm Elledge and Bruce Haserot.

If a fan were to ever say "I would like to see a perfect race," the A main that was run this night would have been the answer to his dreams. Even though John Carter led from wire to wire and took the win, the win was not the important nor the climatic thing about this race. If you were not there to see it, you missed one of the greatest feats of riding ability and absolute vehicle control that has been presented in the United States so far. It was enough to warm the cockles of your heart to see these same riders, who a year ago had been clumsily flat-tracking these machines, transformed in one short year to the beautifully coordinated exhibitionists that would storm into the corners three abreast, turn the bars to the stops and come out the same way. I feel that to try to describe this race with my meager vocabulary would only detract from the sheer beauty of motion that it was so I will limit myself to the finishing positions which were, first; John Carter, second; Sonny Nutter, third; Rick Woods and fourth, Steve Bast.

(Results on page 21)

DATE SET FOR FIRST TIJUANA SPEEDWAY EVENT

Your speedway reporter was lucky enough to be present last Tuesday in Tijuana when the final plans were formulated for the first motorcycle speedway event to be run in Mexico. The first race will be on July 6, 1969 at the I.N.J.M. Arena (National Institute for the Youth of Mexico) which will seat ten to twelve thousand spectators and the promoters hope to fill the stands. As the races are being sanctioned by the American Speedway Control Board, the riders will be going for 40% of the gate, which should make it one of the biggest purses around this part of the country.

The gates will open at 11 a.m. with the races getting under way at 1 p.m. so be sure to leave early enough to make it on time.

On hand for the Trophy Dash presentation were, left to right, Harlan Bast, trophy girl Karyn Draper, an unidentified member of the family, Steve's father, the Argentine Speedway Champion (waving), and Dude Criswell, Whiteman promoter.

Vanderpool Big Winner At Orange

By Jim Vardeman

Ray Vanderpool, riding in 3 divisions, came home with 3 Trophy Dash wins, several heat races to his credit and 3 Main Events all in one night. Riding a Yamaha, he won the 125cc TT Trophy Dash, the 125cc TT Main, the 125cc Short Track Trophy Dash and the 125cc Short Track Main. Next came the 250cc TT on a Bultaco and the story no different. A jublilant Vanderpool received a third trophy for the 250cc TT Trophy Dash, and went on to win the 250cc TT Main Event. Many of the young man's races were run consecutively with his pit men doing a marvelous job of shifting the racer from one cycle to another with virtually no hesitation.

Vanderpool's victories were no easy chore. At no time was he given an inch by the other contenders. In the 125cc TT Main he was followed closely over the finish line by Loran Chapple (Yam), Carroll Heiland (Yam) and Jimmy Raymond (Maico). Throughout the race there were numerous duels being fought right down to the last place. In the 250cc TT Main, the battle was fierce with Jim Raymond finishing 2nd to Vanderpool, Bob Prior 3rd and Ronnie Cardiel 4th. In the 125cc Short Track Class, Carl Byers on a Hodaka gave Vanderpool a good chase and finished 2nd, Ron Taylor followed in 3rd place and Kevin Stafford over the line for 4th.

The Open TT, Trophy Dash and Main went to Jimmy Peterson on his Triumph with several fantastic crashes among these big bikes. Al Smith came in 2nd, Gary Nord 3rd and Perry Armstrong made it over for 4th.

The Open Class Short Track Events were canceled for the night due to the lack of participants. For some reason the Big Fellows would rather TT.

The time finally came for the 250cc Short Trackers to perform and a new winner coasted in to the winner's circle. Tom Vardeman on his sleek Sonic Weld Bultaco won the 250cc S.T. Main with Mike Toussau hot on his heels on his Kawasaki. Jim Peterson also on a Kawasaki made it for 3rd and Mark Kruse, Ducati rider, 4th place. Track conditions were such in one turn that the short trackers had many problems just staying up-right and off the wall. However, Mike Toussau found no problems in winning the 250cc S.T. Trophy Dash with Vardeman settling for a second in that one. It was announced following the evening's show that a new surface is being put in this weekend and the fellows should have no problems in that respect.

The weekly Wheelie Contest for the little guys on bicycles was a great success and incidently kids, a beautiful trophy is given each night for the winner. Speaking of beautiful trophies, the Trophy Girl contest is now in progress and a Miss Orange Co. Speedway 1969 will be named at the close of the season... Any girl that wishes to be a Trophy Gril and get in the running the title please contact: Jim Vardeman, track photographer, at the race track Wed. evening and a night convenient to all will be assigned to her. Dresses will be the rule of the night, no bathing suits! Join the crowd from 7:00 for practice, races at 8:00 sharp and we try hard to have you on the rode home by 11:00. 25 races were run this past Wed. night with points for TT'ers, money for Short Trackers and Trophies for all.

(results on page 21)

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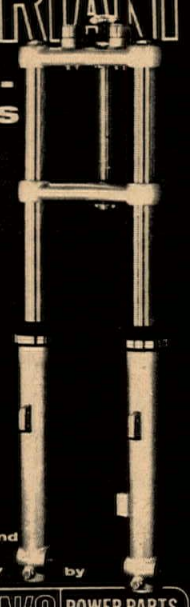
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GUEST EDITORIAL

OUR CHAMPION

By Joe Aro

What is a champion? Kirk Douglas played in a movie by the same name, and it told a story heart-felt and cruel, the story of a champion and his ways. Now, I shall try my humble best to tell you about my champion, Gary Nixon.

According to Webster, a champion is many things: a fighting man, a man of valor, a person who fights or speaks for another, or anyone engaged in a contest or conflict where power will win. In our great country we have many champion teams and individual champions.

What made me want to write this story was what happened at York, Pennsylvania; the boos of the crowd and the look in Gary's eyes–sad, hurt, tired to the point of exhaustion. But he waved, gave his little cocky walk, and went to his machine.

When the announcer introduced Bart Markel, the crowd cheered. Yet I can recall the boos when Bart was champ. They even called him "Bad Bart," but people forget–and they should–but they should also be fair and just to the lone man against many.

A VIEW FROM THE PITS

We all know what's happening. The factories want the Big Plate; it sells motorcycles. Triumph knows this, and so do Harley and BSA, the big three in flattrack racing. Let's look behind the scenes, from the pit view. The Triumph camp had a good thing going when they got Chuck Palmgren and Gene Romero. This cut the odds.

Rayborn, Haaby and Lawwill were there, and both Palmgrens, but they didn't ride. Gary rode. He took a chance of getting hurt, and he knew this. He didn't ride for the money, but because he is a champion and because the race was for a good cause–crippled kids–and because he did have some fans.

There were two fans I know of. The harder the crowd booed, the harder my rider and I cheered, because we had heard him booed before.

How many fans know that he donated his winnings in North Carolina to charity, at a benefit race he didn't win. But for where he finished he earned over $200.00 for a worthy cause. Yet again they booed and he put on his cockey act and waved and walked away, head up and shoulders back. But there was hurt in his eyes, and he was dirty, tired, worried, nervous and exhausted mentally and physically. He asked no edge and gave much.

A HELL OF A LIFE

I have talked to Gary many times. He talks for a few minutes, then walks away, always on the move. In this business you have to be. Carrying that plate means he must win, but does the guy who paid a buck and a half know that Gary just drove 600 miles with no sleep, living out of a truck? It's a hell of a life. I know, and I only travel on weekends, but have gone as far as 1400 miles to race.

Recently we visited with a lovely and charming lady, the wife of our flattrack dirt champion Darrel Dovel. Peg said she would like to have a nice home and fix it up, but they never stay in a place longer than six months. Like many flattrackers' wives, in her own way this gal is a champion, keeping notes and cheering her man on. Peg and Darrel were at York, then drove to Plains City, Ohio. We followed them across the East.

Peg said that at some time or other she had had most of these kids stay with her and Darrel, including Gary. Peg said he is a strange guy and is always nervous.

THE GOOD LIFE

A champion golfer makes around $150,000 a year, has a nice clean job around an air-conditioned country club, and he flies from place to place. He never wears leather clothes and a helmet in 95 degree heat, and he never breathes dirt that chokes you up until you can't breathe. What's more, he doesn't take chances with his life, nor does he drive 100,000 miles a year and live out of a truck.

COMMON COURTESY

We all know to be a champion, you have to be good, and Gary is good. I recall a night at Santa Fe a few nights before a National when he got tangled up on the line with Rayborn, and Cal went down. We were parked next to Cal, and Gary came by and told him he was sorry they had bumped, and walked on. But he did apologize, as did Bart to Gary at Springfield, Ohio, this year. Markel bumped Gary on one of the turns, and after the race he walked over and said he was sorry. Gary said, "One more lap, Baby, and I would have had you." That's all that was said.

At York, as we were loading, Gary came out and there were about 20 people having a picnic. He stopped, walked over, gave autographs, received two pieces of chicken, smiled, shook hands with everyone, and got into his truck happy. These people cheered, and he felt their warmth and friendly ways and was pleased that out of so many people, at least a few made him happy. He drove away with a smile on his face and a piece of chicken in his hand.

HARD ODDS

The Harley camp has some fine riders, matching leathers, and a lot of money. I am not saying Triumph is broke, but Harley has gone all out–and I mean ALL out–against one man. Freddy the mile man and short tracker, Rayborn the roadracer, Markel the half-niler, Lawwill, Haaby, Reiman, and Breslford make up the team.

That's a lot of guys for one man to beat. But he has done it, and he is doing it again. Before Livonia he was second. That's a champion for you, and I feel he should be treated like one. I have seen him work two hours on a motor just to make the program so the people can see him ride. He rides not just the Nationals, but all that he can make. He's the little, cocky, tired redhead from Maryland. He's our Grand National Champion. He's my champion and yours.

MEET THE DRAGGER

By Betty Nichols

Father of twins, Clarence Bailey runs a twin-engined bomb at Lions.

It is being proved every Sunday at the drag strips that motorcycles have broadened in their popularity and aren't just for the sport of the wild young crowds that are usually associated with them.

Clarence Baily might very well be a typical motorcycle enthusiast, and is certainly not to be called a wild youngster.

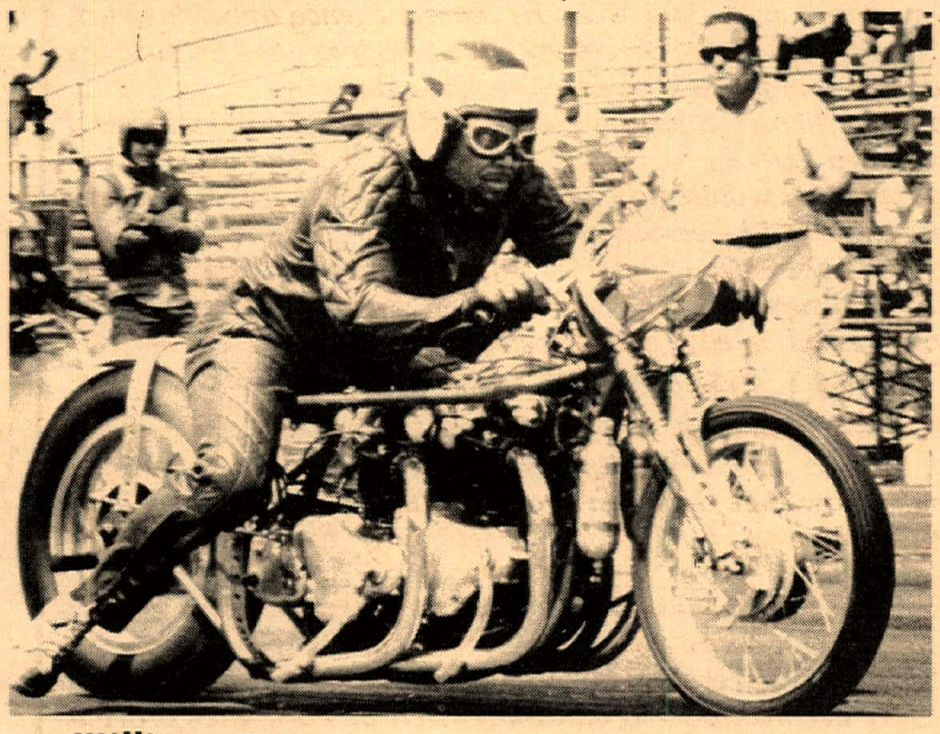
Clarence is 40 years old, married to a very attractive young lady who, so far, has presented him with a set of twin daughters, now 5 years old and very cute, plus a darling little boy, all of 6 months old.

The whole family attends the races quite often, but sometimes Dad shows up alone when other plans are made by Mom and the kids.

Clarence rarely misses a Sunday at Lions Drag Strip. He works continually, keeping his Norton twin engine fueler, "The Blue Fox" in top running condition. He has attained a top speed of 146 mph, but isn't satisfied with this record, so he is trying to out-do himself.

He is sponsored by Belmont Motorcycle in Long Beach and receives all his parts at half-price plus plenty of free, but good advice whenever he needs it. He prefers to be his own mechanic though.

Clarence has won many trophies and some money here and there, but that isn't his complete goal. He hopes to come up with a national record that is even beyond his wildest dreams. As diligently as he works on his machine, and the progress he has made in the past few months, he may see that day real soon.



Williams Waxes Castle Rock

CASTLE ROCK, WASH., June 14th – Portland speedster Mark Williams will have a few more coins in his pockets to take to the midwest this week as a result of his racing prowess. After making a clean sweep of the Sidewinder's TT Friday night in Portland he moved up to Castle Rock Saturday night to repeat the deed.

Williams moved through the qualifying heats with ease, but in the Expert Semi he faltered at the start and Don McLeod grabbed the lead. Williams cleared Mc Leod's Harley in the fourth round of the 5 lap event. The three laps he trailed McLeod provided the only dust he was to eat that night. He was a wire-to-wire winner in the Dash and Main Event.

First year Expert Gregg Morris, attired in red, white and blue star studded leathers and McLeod on his bright white Sportster put on a dazzling battle for second place, exchanging positions three times. Suddenly Morris dropped three places in the last three laps of the 15 lap Main. Ray Carroll moved to third with Ike Reed sliding into fourth after a 9th place start.

Portland area riders also dominated the yellow plate class, winning every event of the evening. Jack Mott took the Dash over Bill Elder and Bill Jackson. Elder came back to win his paid heat in record time, Mott winning the second heat and Jackson the third. A real duel between Elder and Mott loomed as they took their places for the Main Event, but at the drop of the flag Mott's bike coughed and stuttered so he pulled to the side; Elder was off like a shot and wasn't about to be caught. Boise's Thad Lawrence rolled to second with John Bromley third.

The Novice event was marred by a three bike accident that hospitalized one rider and injured two more. As the 12 man Main Event entered the homestretch for the first time the 4th and 5th place machines came together, bouncing Jim Neal off the fence and into the path of Chuck Voss and Lee Parker. Parker was catapulted over the fence clipping a speaker standard on the way. He was removed by ambulance with hip injuries. Neal and Voss received lesser hurts.

The restart saw Monte Montgomery take the lead over a more cautious group of youngsters and went on to win his first Main Event with Mike Gregg moving up for second. (Results on page 20)

Holton "Hooks-It" At Graham

TACOMA, WN., June 13 – Taking advantage of a Sonny Burres miscue, Dan Holton, the 1968 Graham Speedway Point Champion, became the fifth winner of the 1969 Graham season in as many weeks. Holton, a second year Expert from Sumner, Wash. also became the first non-national number rider to win a TT event at the kidney shaped track this year.

Holton, looking for his first TT win of the year with a record of three second place finishes, turned a time of 19.32 in qualifying to win the pole position in the Dash along with Emil Ahola and Jim Jones. Ahola grabbed the lead in the first lap and hung on to the finish as Holton charged.

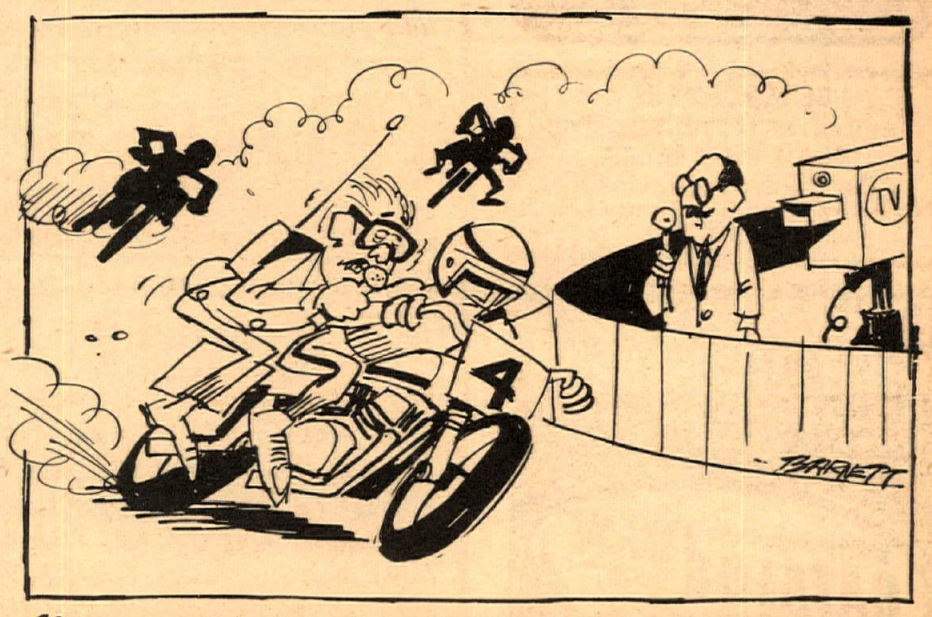
The Main Event saw Holton's Jack Enderson-tuned Triumph jump to the lead with Sonny Burres at his rear wheel and younger brother Steve Holton cinched in third. Burres continued to worry Dan until lap 4 when Burres bobbled in the slower left turn and drifted off the track. As Steve Holton dodged Burres, Emil Ahola slid into second spot and Dan Holton stretched his lead to the length of the front straight. Ahola couldn't close the gap and had to settle for second. Steve Holton lost positions to Don Mc Leod and Sonny Burres in the late laps.

The Amateur program was spiced with some unusual activity as John Bromley waved off what could have been fast time of the night and then came back to fall in his second attempt, disqualifying himself. Squire Tomasie happily stole the fast Amateur Time Trial and then battled Mike Stering for the Dash win.

The third Amateur heat saw Nebraska rider W.E. Bailey take the lead up to the right-hander where he was center-punched by Jim Grace who went on to lead the event to the flag. Fisticuffs broke out later in the pits and both riders were thumbed out by Referee Dave Welsh.

Puyallup's Chuck Gordon bolted to the lead with Butch Beck guiding his Sportster into second by lap two. Tomasie was well back in the pack feeling out the treacherously slippery surface before making his move. Beck finally got a good drive on Gordon in lap 6 and continued on to his first Amateur win. Tomasie meanwhile was picking off a spot each lap and was in second by lap 9. Gordon hung on to third at the finish.

Bremerton, Wash. Novice Ken Barton made a complete sweep of the yearling class winning Heat, Dash and Main Event. Bridesmaid Pat Marinacci racked up his 4th second place finish and Gregg Johnston's third gave Bultaco a sweep of the event. (Results on page 20)



"AND NOW ANOTHER FIRST ON THIS NETWORK FROM BIG WORLD OF SPORTS!"

Playing Checkers-A Close Up Look At The GreenHorn Continued from page 13

Checker Jay Storer gets ready at secret checkpoint "U".

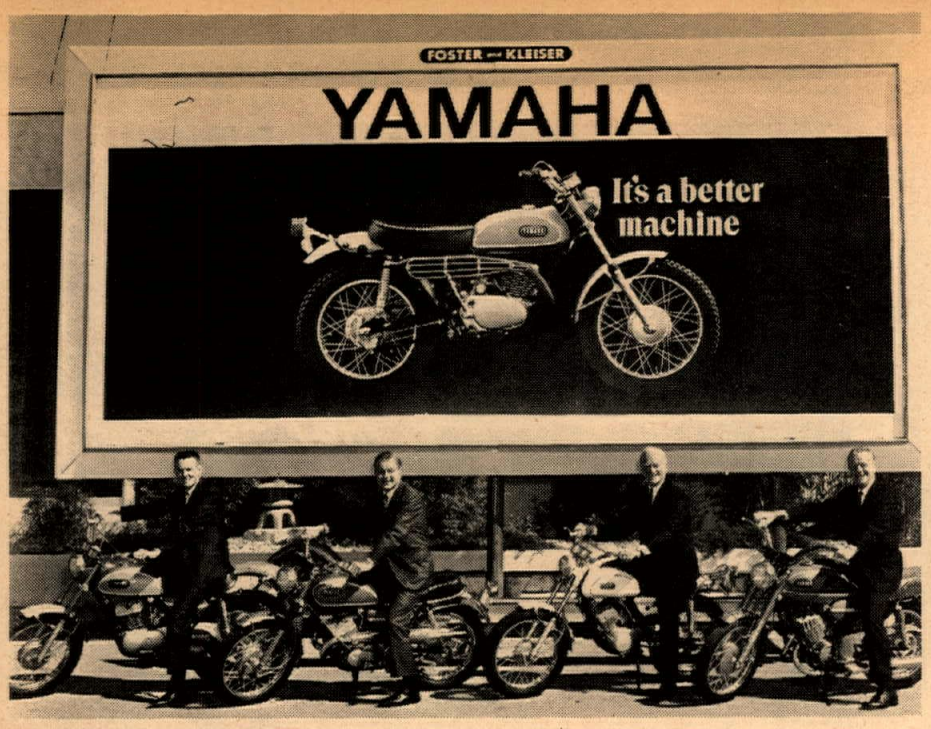
Fran crawled into the back of the wagon to get some more. But she'd forgotten about the rocks we'd picked up along the trail, and gashed her knee severely on a big hunk of knife-sharp granite. Instantly, one of the riders (we later found out he was a Naval officer) grabbed our first aid kit and applied a tourniquet/bandage while the other ran for the nearest Sheriff. In seconds we were hustled off to an emergency hospital in the Sheriff's police car...and I mean fast! On the way he took time to warn us of snakes in the vicinity of the campout and asked us to pass the word along. A little minor surgery and Fran was shaped up.

So we headed for home that night, bemoaning the irony of it all. Still, we were pleased and gratified to have been a small part of the Greenhorn picture... a picture that continues for weeks after the run is over. With 30 checkpoints and the number of finishers involved, over 9000 separate scoring procedures must be completed before riders are aligned according to finishing position, class, etc., and the official results are announced. The intricacy of these processes is unknown to most competitors, and even District 37 Sports Committeemen apparently can't figure out why it takes so long, since last year they penalized the Pasadena M.C. by disallowing the Greenhorn as a points run after receiving the results two days late, even though all riders had been notified in time.

But the magic of the Greenhorn doesn't revolve around points. As Bob Greene says, "It's a challenge. You work four or five months and you make 400 or 500 guys happy. It's seldom that you can make that many people happy. The payoff comes when you're in sight of the finish and you see that tail of dust that means they're making it. It's a big thrill. You think, 'Hooray, here they come – I knew they'd make it!' "

Fran and I experienced a taste of this satisfaction, too. When I asked if she wanted to be a checker again next year there was no hesitation. "Oh hell yes," she said, "if we have it as easy as this time. Beforehand I was a little leary, but I really had fun. The expression on those guys' faces when they came around that corner was worth the whole trip. They were having a ball – doing their thing – so cooperative...and so MALE. It just turned me on." And my sentiments echoed hers exactly.

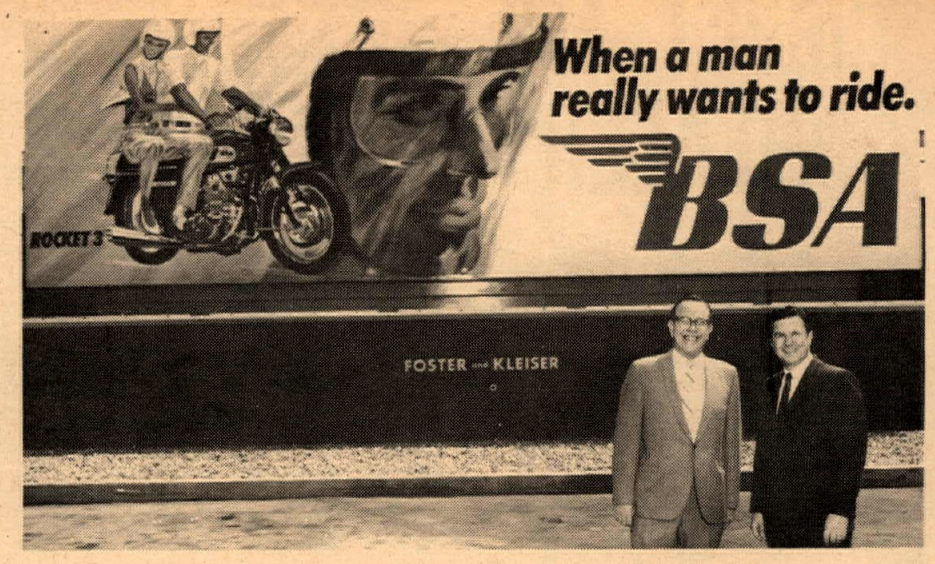
If you don't mind a little dust and heat, why not plan to be a checker on next year's Greenhorn run yourself? Or better yet, RIDE the most demanding enduro of them all. But if you do compete, watch out, because somewhere along the trail you'll round a turn and there we'll be...ready to catch you off guard – or give you a drink of water if you're thirsty.



YAMAHA SAYS IT BIG

REVVING UP to take off on a new $300,000 Yamaha outdoor advertising campaign in 43 states are (from left): Terry Tiernan, national sales and advertising manager of Yamaha; Lewis Woodward, senior vice president of N.W. Ayer/Jorgensen/MacDonald, advertising agency for Yamaha; Don Diebel, vice president and West Coast manager of MONI, the national sales force for outdoor advertising which is coordinating the campaign; and Lynn Gordon, outdoor buyer, Ayer/Jorgensen/MacDonald.

BSA Takes It Outside



BSA Motorcycles – Western has launched its spring billboard campaign in the Los Angeles area. Mr. E.W. Colman, vice president and general manager of BSA – Western, and Mr. Bruce Willoughby of Foster and Kleiser, are previewing the finished product. The campaign was done in cooperation with the BSA retail dealer network and was met with great enthusiasm by all involved.

The Boards are 14' x 48' in size, and feature specially designed artwork incorporating a new "wash" technique developed by BSA's ad agency, Rumrill-Hoyt, in conjunction with the Foster and Kleiser people.

Hard Riding At Sidewinders Scrambles

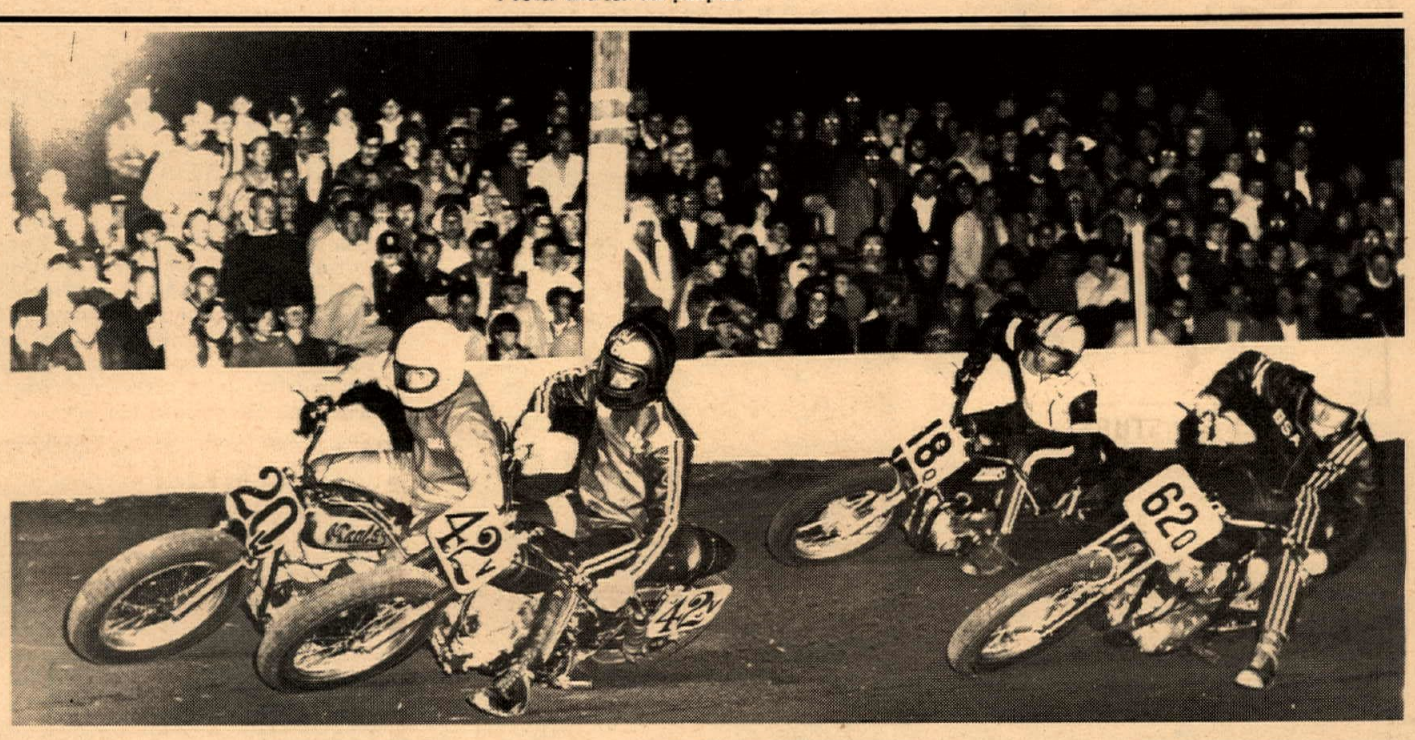
By N. Williams

Photos by J. Lacey

With a small turn out of only 53 riders (due to Rose Festival) Sidewinders still had a hard, fast riding bunch of boys out to try for the top trophies. All classes were good rides with some real close finishes. Trophy Dash winners were hard put to get out good in the A Mains.

Mike Ellis No. 17k (Yam.) 250 class took the Trophy Dash and A Main second place.

(Results on page 21)



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MEET THE DEALER

By W.M. Askins
Art by B.E.R. Service

Mr. Motorcycle in Arizona is Buddy Stubbs, the state's Harley-Davidson dealer, with offices in Phoenix.

Today Buddy is a business man in the motorcycle industry. He spends his working days in his offices on McDowell Road; while his heart remains in cycle racing.

BUDDY STUBBS

From his earliest days he dreamed of being hailed as America's greatest cycle racer. Ane he seemed headed to the very top – until a series of accidents, smash-ups and break-downs in '64 and '65 forced him to get out of racing.

"I guess my luck was running out," Buddy surmises as he recalls the series of events that led to his present situation.

"At Daytona in the 200 miler in a driving downpour, in 1965, I crashed in spectacular fashion. I was in the middle of the 100 mile an hour left-hand sweeper in the infield when my engine blew. I bounced and skidded all the way past Lake Lloyd and into the next right hand turn. I was released from Halifax Hospital the next day with a few broken bones and looking like a chunk of raw meat," Buddy recalls.

"I realized that I had to quit racing. I came to Phoenix to become the Harley-Davidson dealer. This is the best place in the world to quit racing – because there isn't any.

"I still love racing and a day doesn't go by that I don't get that old urge to get on a KR and give it hell! There's only one thing better to do and that's what I'm doing.

"I'm a life member of the A.M.A. Been a member for all of a quarter of a century, having joined at the tender age of 4.

"I believe that the A.M.A. is the greatest organization in the world. I also believe that the Harley-Davidson is the greatest motorcycle in the world. And, take it from me, A.M.A. racing is the greatest sport in the world. And, to me, the greatest people in the world are those involved in it.

"As far as the future goes – this is it – the H-D dealer for Arizona in Phoenix.

"The greatest cycle racer of all time? I'll tell you who he is. He's the guy who won the last A.M.A. championship!"

"The motorcycle is the story of my life. I was riding on a cycle when my mother was carrying me, before I was born. My father was Carl Stubbs, the Harley-Davidson dealer of Decatur, Ill. I must have ridden at least a million miles with my father and mother before I was 10.

"At the age of 10 my father taught me to ride alone. And that was the unforgettable year when he gave me my first cycle, a 125 in 1950.

"Until I was 21 I raced in sportsmen events in Illinois. Then I got my professional license and started racing.

"As a novice I was one of the top riders in the nation in TT and flat track.

"As an amateur I won the 100-mile road race at Daytona in 1963. The same year I won the 25-mile road race at Windber, Penna., lapping the entire field.

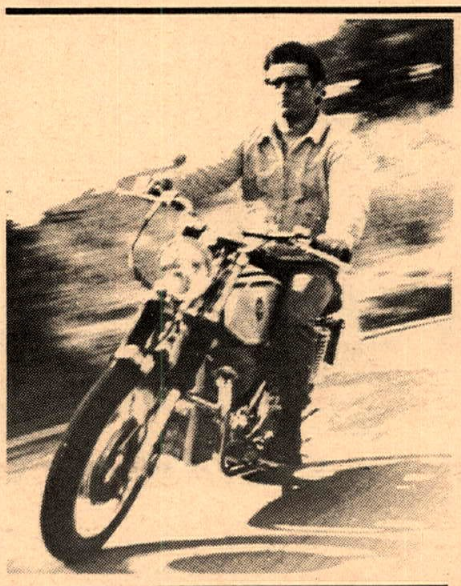
"I was always my best in road-racing events, but I also won my share of dirt track races, too.

"I learned motorcycles thoroughly. I worked in my Dad's shop as a mechanic from the age of 12 on. Before I started racing I went to the Harley-Davidson factory for two years.

"As a racer, I built and tuned all of my own equipment.

"I know motorcycles, as I know nothing else. I know the people in cycling. Oh, but I do miss all of the excitement and thrills of racing.

"Now at the ripe old age of 29, I'm happily married, and in the business of selling and servicing cycles."



PASOLINI TESTS NEW 650 BENELLI TWIN

Benelli's top rider, Renzo Pasolini, puts the new 650 Twin through its paces. The 650 is expected in the U.S.A. in late 1969 and is presently undergoing extensive road tests in Europe.

Pasolini is leading in the Italian Championship and is a contender for the World Road Racing Championship.

ARAGON CATALOG

Aragon Dist. Co. has just released its 73-page catalog crammed full of motorcycle parts and accessories. Everything is there, from custom handlebars to English motocross boots; from special oversized Sportster pistons to build-it-yourself mini-bike kits.

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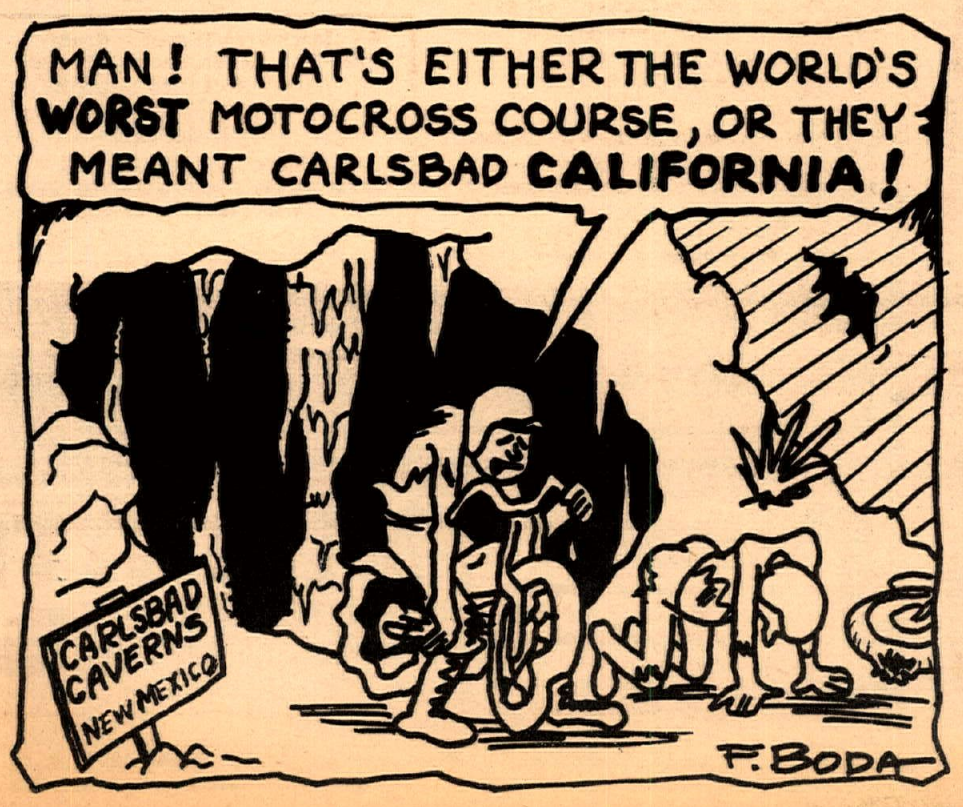

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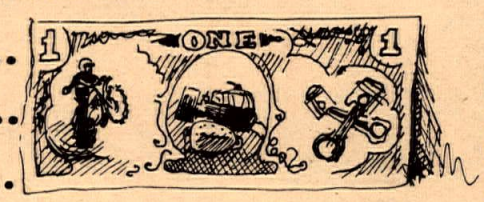

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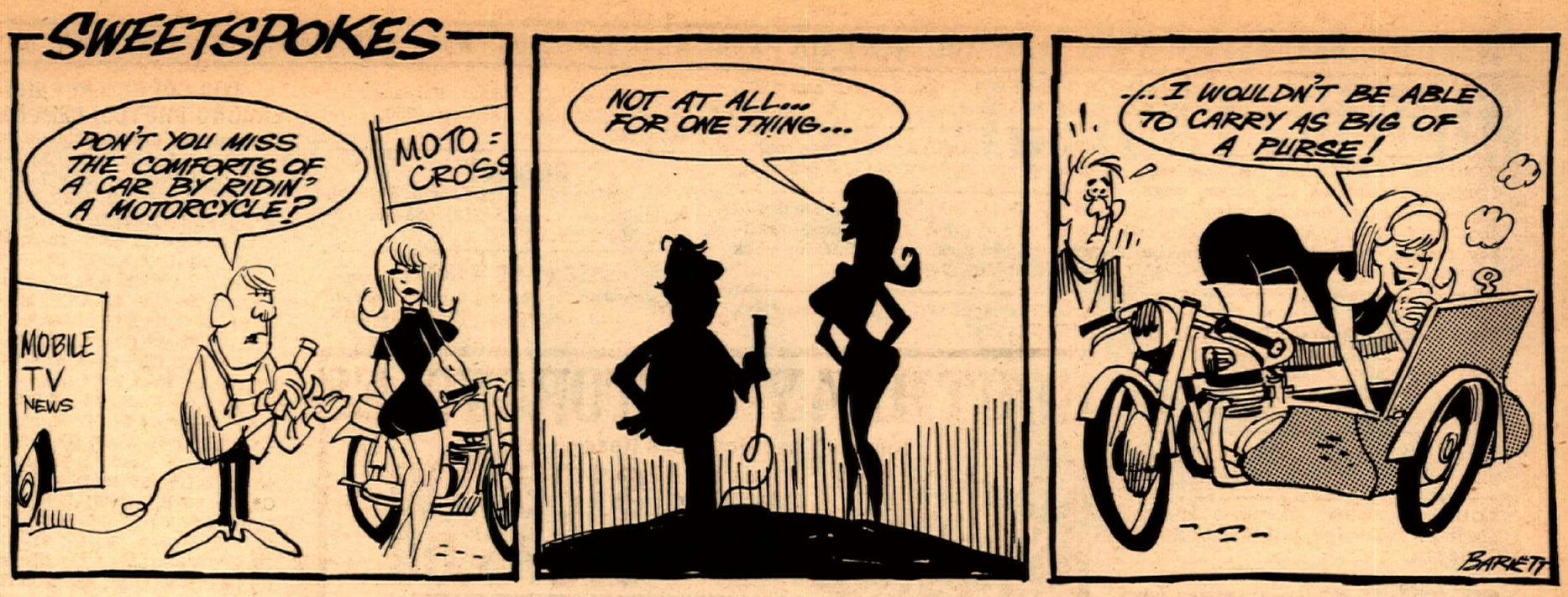

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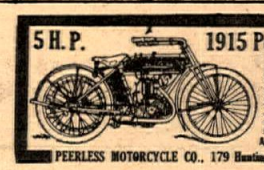

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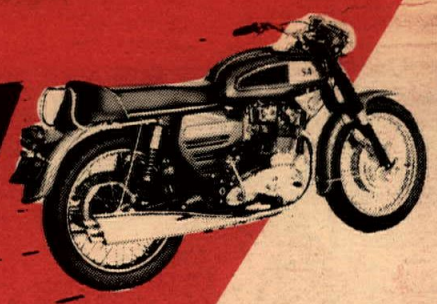

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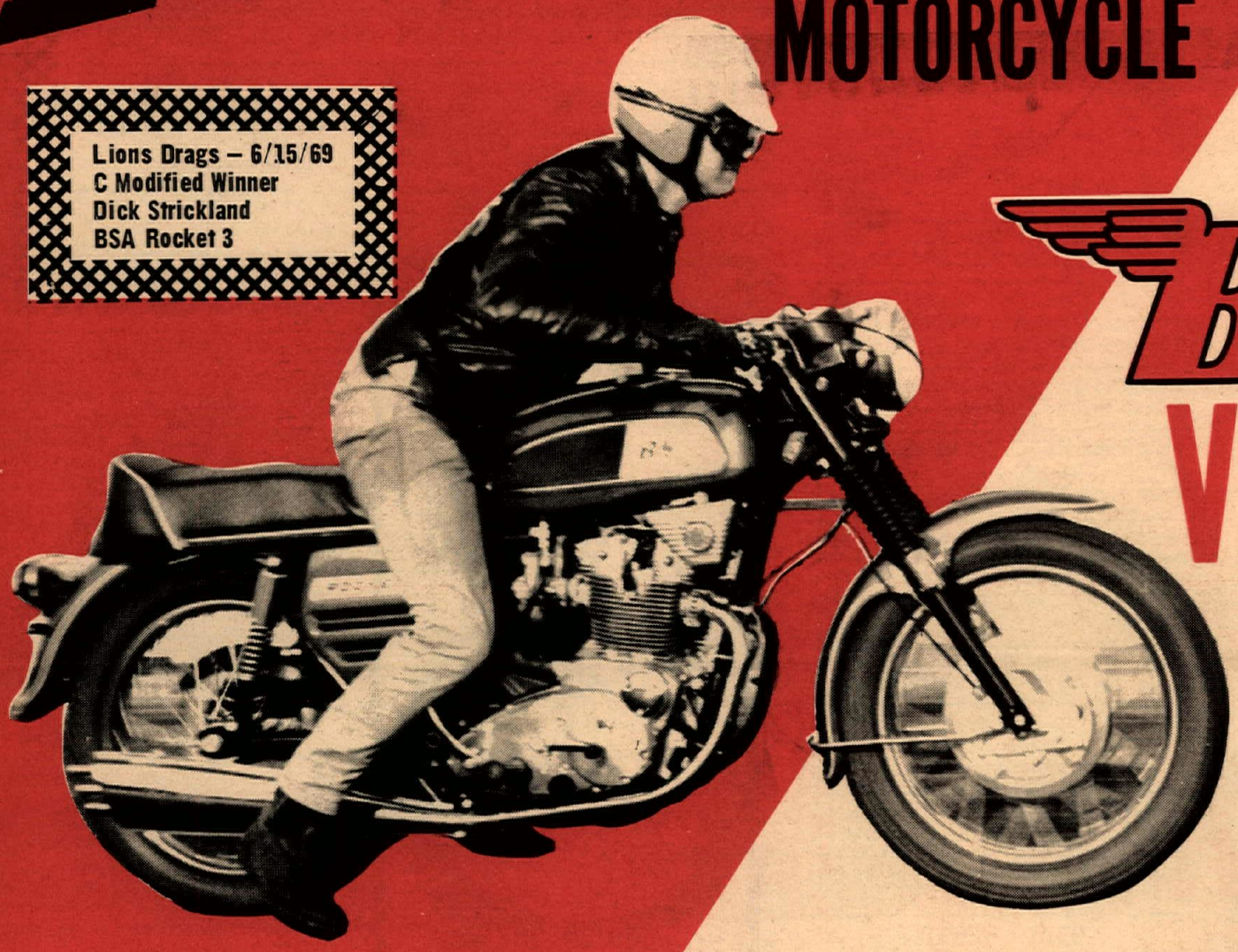

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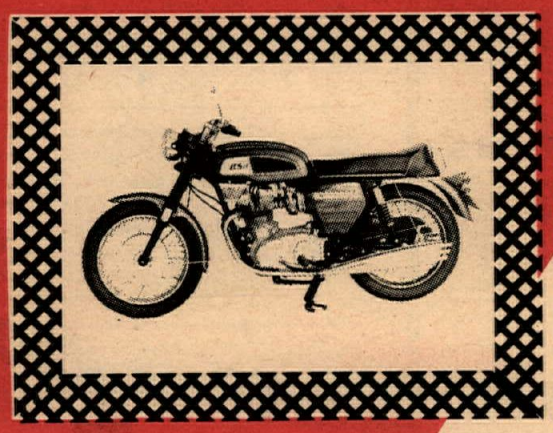

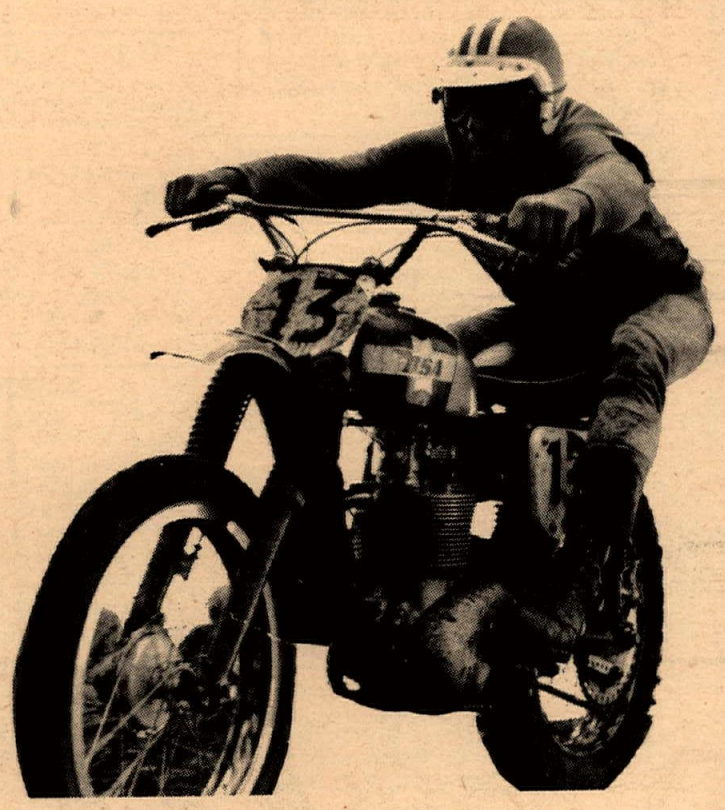

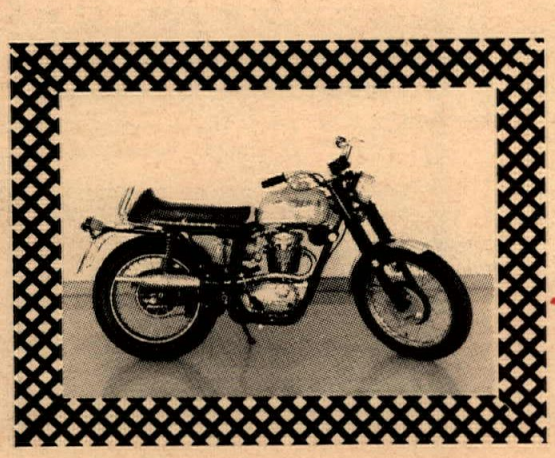

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